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NOME AWAITS RADIO SIGNAL OF THE NORGE

Friends of Capt. Amundsen Confident Party Will Make Successful Landing

STATIONS SENDING COMPASS BEARINGS

Norwegian Explorer's Two-Year Disappearance After His Former Trip Is Recalled

SEATTLE, Wash., May 14 (AP) — Advices received here by the Associated Press at 7 a. m., today, eastern standard time, from a navy radio station at Hinchinbrook Island, near Cordova, Alaska, said that station had intercepted a message from an unknown station to the effect that the airship Norge had passed over Point Barrow at 9 a. m. yesterday, Pacific coast time. The message added that all aboard were well. All radio stations in Alaska were immediately ordered to try to verify the message.

Fog was reported last night at Nome and other Alaskan coast points, indicating the Norge may be battling a storm off Point Barrow. Radio stations are continuing in attempts to get compass bearings to the dirigible.

Five times Wednesday night and once yesterday morning, the United States Navy's powerful radio station at St. Paul's Island, Alaska, reported hearing messages from the Norge. The last time was at 2:29 a. m. yesterday, when the Norge was heard to call a station and say, "Go ahead."

Since that hour there has been nothing but silence and speculation.

Recall Earlier Experiences

Those knowing Captain Amundsen best are hopeful over the situation. They recalled a previous adventure of his into the Arctic some years ago, when he discovered the northwest passage and dropped from sight for more than two years.

Then one day, a bearded, unkempt musher appeared at the lonely government telegraph station at Eagle City, Alaska, and filed a long cablegram to the Norwegian Government. The operator declined to send it, as he had instructions to send no collect messages from parties he did not know.

The chief signal officer in the Seattle Cable Office heard about it and chuckled over it to a newspaper man friend. The newspaper man began to speculate over the incident, and offered to pay the tolls on the telegram, if he could look at it when it came in. It was Amundsen's report to the Norwegian Government that he had threaded his way along the northwest passage, the short way to China, sought for by adventurers for centuries.

Captain Amundsen's acquaintances suggest the explorer may be preparing to spring a new surprise on the world, that he was not satisfied with flying over the last unexplored part of the globe, but wanted to look it over thoroughly and, with his goal in sight, turned back to survey it again.

Meanwhile Nome's 600 citizens are gazing somewhat wearily toward the North, and the triumphal arch which they labored day and night to construct for his coming is waiting.

Nome's aviation field, constructed several years ago, has been groomed for the landing of the airship and the word, "Norge," painted in large white letters on the field. One hundred men have been mustered by Ralph Lomen, Norwegian Consul of Nome, to grasp the ropes from the Norge and haul it to earth.

Link in World Aviation

The world of natural science is awaiting word from the expedition to settle the long-disputed question of the presence of an Arctic continent between Alaska and the North Pole. The drift of the polar ice pack, soundings taken by other explorers in the Arctic Ocean, the flight of birds toward the north and the presence of animal spoor far beyond the known lands, all have been pointed to as evidence that land exists.

The inaccessibility of the region has hitherto preserved the secret. Natural scientists have asserted that if land existed in the arctic, it probably would have a comparatively mild climate and that vegetation capable of sustaining animal life would cover it. The land would have value, it has been pointed out, in the establishment of airways connecting centers of population on opposite sides of the globe, as landing stations, for maintenance and refueling could be located there.

The flight of the Norge would have a direct bearing on the establishment of airways in the opinion of Vilhjalmur Stefansson, explorer and exponent of the economic possibilities of the Arctic.

The Norge is carrying the first letters ever mailed at Spitzbergen for the United States via the North Pole. The pola route cuts down the distance from Spitzbergen to Alaska to about 2000 miles, compared with approximately 10,000 by the nearest other route or about 20,000 by usual commercial routes.

The stamps for the letters on the Norge were made especially for the trip by the Norwegian Post Office Department. The snow a polar bear on an ice floe gazing up at an airplane. Stamp collectors value the issue at $25 a stamp.

President Starts Straw Hat Season

By the Associated Press

Washington, May 14

PRESIDENT COOLIDGE on his Thursday afternoon stroll wore a straw hat—a stiff one with a black band—for the first time this season. Like most other Washingtonians, he has been wearing felt hats on account of the unseasonable coolness so far this spring.

Low Cost Cars Just Beginning, Says Mr. Ford

Manufacturer Tells of Production Methods—Says Dry Law Here to Stay

By a Staff Correspondent

DEARBORN, Mich., May 14—Henry Ford's views on subjects ranging from prohibition to the future cost of a Ford motorcar—which the Detroit manufacturer declares he is "only just beginning to build cheaply"—were given to a representative of The Christian Science Monitor here.

Mr. Ford expressed emphatic support of the Volstead Act, declaring alcohol is "out of date" in an industrial age. He told how his company saves millions by advanced production methods, and how, from the outset of his career, his ideal has been to give low-cost transportation to the plain people.

To receive high wages, the Ford Company expects its workers to give a fair return in work, Mr. Ford said.

"We never have had drunkenness in our plants," he continued. "We eliminated that before prohibition began. We were always prohibitionists. A man can't do what we expect him to do at our wage scale unless he lives a regular, decent life. That precludes alcohol."

No Such Word as "If"

"You think that if the saloon came back it would slow up Detroit's mass production industries?"

"There isn't a chance that it will come back," said Mr. Ford emphatically. "There is absolutely no possibility of the repeal of the Volstead Act. It has come to stay."

"But if—"

Mr. Ford interrupted.

"There is no 'if' about it. 'If' is one of those words we ought to get along without. The word has no possible use in this connection. We have outgrown alcohol and the saloon. They haven't any place in an industrial age."

Mr. Ford favors the sweeping and clean-cut phraseology of the Volstead Act because it is so absolute. He feels that any amendment to it which would permit the manufacture of alcoholic beverage of only a small percentage, and perhaps not intoxicating in fact, would be a mistake because it would blunt the edge of the law. At present he feels that the issue is clearly defined, and things are either "black or white." He feels that any "grayish" interpretation of the law would be a greater victory for the wets than would at first appear.

"How far do you think you can carry your mass-production methods in reducing the price of Ford cars?" was the next question.

Mr. Ford did not hesitate.

"Why, I haven't begun to make a cheap car yet. Everything I've done so far is just a start!" He added:

"From the start of the motorcar business, at the beginning of the century, my idea was always to build a low-priced car. I wanted to sell a car anybody could buy. But I wanted to sell a car that had quality in it. That's the only kind of car 95 per cent of the people want."

Only once did Mr. Ford manufacture an expensive car, and that was against his own desire. It was in the days of the Detroit Automobile Company. At the insistence of certain directors, a car costing $2000 was put out. Only a few of these were ever marketed, however. Mr. Ford withdrew from the company in about a year and organized the Ford Motor Company, to carry out his idea of a low-priced car.

Today Mr. Ford's plant can make 10,000 cars a day. To Mr. Ford this means only a "start." Hardly a week passes, he told the writer, without some improvement in production methods or machinery. Some of these improvements yield only a slight saving on individual parts, but when they are aggregated the sum is immense. A recent example cut the

(Continued on Page 4F, Column 1)

NATIONAL PARKS BILLS PASS

WASHINGTON, May 14 (AP)—The Senate has passed a bill to establish Mammoth Cave in Kentucky, as a national park. The bill now goes to the House. Another bill to establish parks in the Blue Ridge Mountains of Virginia and the Great Smoky Mountains of Tennessee-North Carolina, was passed and put to the House. Land for all three projects would be donated to the Government.

URGE UNIVERSAL 40-HOUR WEEK

NEW YORK, May 14 (AP)—An attempt to enlist organized labor in a nation-wide drive for a 40-hour week in all trades will be made by striking fur workers, it was decided at a meeting of shop chairmen.

Just Waiting to Hear About the Polar Bears



Keystone View Co.

Evelyn, Richard and Katherine, Children of Lieut.-Commander Richard E. Byrd, Are Anxious to Have Their Father Home and Hear His Stories of the North Pole, Eskimos and All the Rest.

"When's Daddy Coming Home?" Is Byrd Children's Concern

Meanwhile They're Feeding Peanuts to the Pigeons on the Esplanade in Boston and Thinking in Terms of Eskimos and Why All the "Strange Visitors"

Dickie and Evelyn and Katherine, children of Lieutenant-Commander and Mrs. Richard E. Byrd, fed peanuts to the pigeons beside the Charles River Basin in Boston, and considered that their naps would bring them that much nearer to the day when father would return from his successful flight to the North Pole.

They know that father has done something extraordinary and clever. They have heard stray bits of excited talk in Grandmother's house where they are visiting. Mother's eyes have been very bright. Nurses and maids have spoken to them of the North Pole, and messages by radio, and a great many adult strangers, some of them with cameras, have come to call especially on them, ranged them in a prim little row on the sun-drenched steps and advised them to smile handsomely.

They know that father has been gone a goodish bit of time, longer than they care at all to have him, and that he has taken the airplane with him, which makes it different than as if he had gone by train, and that he is flying where there is nothing green, and no tulips and pansies like those that embroider the Public Gardens now, and that he is very fortunate because he is seeing many Polar bears.

Proud, Happy Trio

Dickie, who is Richard E. Byrd 3d, causes his smiles to wait wisely upon some measure of acquaintanceship. He does not go to school yet. "But when father comes home I shall . . ." and his voice trails off to nothing as he examines the pedal of his velocipede with concentration.

Evelyn, who is four, has a genius for ready friendliness. She is Evelyn Bolling Byrd, and she calls herself "Bony" with a giggle. Perhaps it is because such a variant of her middle name makes a picture for her fantastically the opposite of her true appearance.

She is short and rosy, and she wears a blue sweater as blue as her soft, lovely eyes. Today her knees had a smudge on them, achieved by kneeling a long time upon the grass in order patiently to wheedle one shy pigeon into eating the last of her peanuts. She said straightforwardly, tucking a dimpled hand into her visitor's:

"Hello—I fed the pigeons peanuts and thithter'th name is Kaf'rine and pretty thoon faver will be home an' tell uth all about the bearth and what did you come to thee uth for and ithni't it a bootiful day . . ." so that it made a thrilling, tinkling cascade of conversation.

Counting the Days

Katherine is two and sits in a dark blue coach as a lady should, her fair fingers busy with a small sandpail and dusty spoon and her manner one which says she has satisfactorily learned that a young person of her years may well be seen but should not be heard.

She will steal quick, upward glances infrequently at a visitor from the fine-spun frame of her curls but she will say nothing. Yet when her rose-footed pigeon drifts leisurely, and with a silken whir of silver wings, to the sidewalk by her coach she will point happily at it and murmur something quite to herself.

The children are manifestly simply counting the days until their father returns. Dickie has heard that he may fly right to Boston. Now nothing could be more thrilling than that. He has seen his father depart and arrive in an airplane before now but this, he feels, will be something great. Mother has never been so excited before.

Bostonians will recall that it was Lieutenant-Commander Byrd who about a year ago "parked" his seaplane in the Charles River Basin and paddled to the Boston side in a huge "rubber doughnut," or so-called liferaft.

Presently it became time to go indoors. They bade reluctant good-by to the pigeons. Yes, they would have lunch "an' a glath of milk to make me big like father," then they would all have naps. Naps are no longer what they used to be. Because it is wonderful to know that every nap now brings the three nearer to the day when father will come home, and the stories about the bears.

FEDERAL PERMITS FOR BAY OF FUNDY POWER PLAN ISSUED

WASHINGTON, May 14 (AP)—Preliminary permits for the hydro-electric development on Passamaquoddy Bay, Maine, involving the utilization of the Bay of Fundy tide, were issued by the Federal Power Commission today to Dexter P. Cooper, Inc., New York City.

This is the first action taken by the commission on this proposed development which is expected by its sponsors to yield 500,000 horsepower. It involves the construction of a number of dams between the islands at the mouth of the bay so as to make use of the rise and fall of the tide, which amounts to more than 25 feet.

Michigan Supplement

The Christian Science Monitor today consists of six sections, of which five are devoted to a Michigan Supplement, the contents being as follows:

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MUSICIANS CONSIDER OWNING OWN THEATERS

SALT LAKE CITY, May 14 (AP)—The American Federation of Musicians in convention here, considered a proposal for operating its own theaters. Julius Hirchberg, of Philadelphia, urged the appointment of a committee to make a careful study of the proposal and report back next year.

"Theatrical syndicates are decreasing the employment of musicians wherever possible," he declared, "and the time is not far distant when musicians must join even more closely and whole-heartedly in fighting these organizations."

Gift Puts Mt. Vernon Beyond Business Pale

By the Associated Press

Indianapolis, Ind., May 14

MRS. HUGH McK. LANDON of Indianapolis has made a gift of 26 acres of land surrounding the estate of George Washington at Mount Vernon to the Mount Vernon Ladies' Association.

The gift insures Mount Vernon against encroachment of any commercial enterprises. The land preserves a grove of trees planted by General Washington.

Girl Scouts Are Called Peacemakers

Sir Robert Baden-Powell Pays Tribute to World's Young Womanhood

By a Staff Correspondent

CAMP EDITH MACY, BRIAR CLIFF MANOR, N. Y., May 14 — A world highway of trees, historic in origin and rich in its augury for the future of girl scouting and their part in promoting international fellowship, came into existence here when the delegates of 44 nations represented at the International Conference of Girl Scouts and Girl Guides, led by Sir Robert Baden-Powell, chief Scout and founder of the movement, planted a tree apiece along the future entrance to America's newest and largest Girl Scout camp.

Flags in profusion, all silken, and borne on uniform staffs, the Rising Sun, Japan, the Tri-color of Belgium, the Stars and Stripes, and the host of others flapping brightly in a brisk breeze, gave their gay colors to the olive drab and blue costumes and made the scene memorable in the mingling they stood for—friendship and aspirations from all corners of the earth.

The highest officer of Girl Scoutdom, Sir Robert, Lady Baden-Powell, Chief Guide of the International Council of Girl Guides, and Girl Scouts, Mrs. Herbert Hoover, wife of the United States Secretary of Commerce, and chairman of the national executive board of Girl Scouts in America, and Dean Sarah Louise Arnold, president of the Girl Scouts of America, as well as the newest recruits in training for scout leadership participated in the planting ceremonies.

Sir Robert a Planter

Sir Robert, wearing his formal Scout uniform, planted the first tree, a red pine, to be called Founders Tree, in his honor and shovelled the dirt in around it, declining, with a wink, to Lady Baden-Powell, the request to deliver a short speech, by remarking: "It isn't time to talk, is it. It's a time for action," and set the example by tamping the earth around his charge in the most complete fashion.

His work finished, each of the foreign delegates planted hers, with a leader standing by with the flag of the country, forming a double row down the highway to where it joins the main road. A Norway pine, taken like the others from the camp grounds, so as to be sure it would flourish, was planted at the outer end of the road, as representing the United States. Mrs. Hoover, Dean Arnold, and Mrs. Juliette Low, who brought girl scouting to America, joined in planting this tree, while a chorus of leaders stood by, singing the Girl Scout Tree Song.

The ceremony brought to a close a session of the conference at which Sir Robert made his first appearance at the new camp and America's first World Girl Scout Conference, delivering his "message to the youth of the world."

A Message to Youth

It was a message that called the youth of the world to the larger patriotism, "not," he said, "the mean one limited to your own country, and

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RAILWAYS SIGN AGREEMENT FOR WORKERS TO RETURN; BRITISH CRISIS PASSING

Prime Minister Frames Proposals for Settlement of Coal Strike—Terms Placed in the Hands of Men and Employers

RAILWAYMEN TO GO BACK AS TRAFFIC CONDITIONS WARRANT

Trade Unions Admit That in Calling Strike They Committed Wrongful Act Against Companies—No Support for Members Who Act Without Authorization

LONDON, May 14 (AP)—The British industrial crisis began to clear rapidly today. The railwaymen, who had remained out notwithstanding official termination of the general strike, signed an agreement with the companies. Traffic will be resumed as speedily as possible.

The Premier, Stanley Baldwin, told the House of Commons he had framed proposals for settlement of the coal miners' strike, and that these would be placed immediately in the hands of the men and the employers. The indications for an agreement are better.

The Trade Union Congress said there was a marked easement in the tenseness of the situation throughout the country, the employers being increasingly inclined to discuss reasonable bases for resumption of work.

An agreement was reached between the London Underground Electric Railways Company and its employees, under which the subways and affiliated tram and bus lines will shortly resume normal service.

Mediation Proposals

Reports also received from all sections of Great Britain indicated that the unions and employers have got together to such an extent that industry should be able to right itself shortly.

Mr. Baldwin's proposals for mediation in the mine situation were transmitted to both miners and employers this afternoon.

The railway strike was settled on the following terms, agreed upon between the companies on one hand, and the National Union of Railwaymen, Associated Society of Locomotive Engineers and Firemen, and the Railway Clerks' Association on the other:

Those employees who went on strike are to be taken back as soon as traffic conditions warrant and work can be found for them, the plan to be followed in reinstatement is seniority in each grade.

The trade unions admit that in calling the strike they committed a wrongful act against the companies, and it is agreed that the companies do not by reinstatement of the men, surrender their legal rights to claims for damages arising from the strike or from the strikers or others responsible.

The unions undertake again to instruct their members not to strike without previous negotiations with the companies and not to encourage the supervisory employees to participate in strikes. The unions agree to give no support of any kind to their members who undertake unauthorized action.

Dock Negotiations Proceed

The railway companies intimate that, because of the strike, it may be necessary to remove certain persons to other positions.

The settlement does not extend to persons who have been guilty of violence or intimidation.

The agreement was signed at 4:10 o'clock this afternoon.

The Premier, in his speech in the House, said he had come to the conclusion that there was no possibility of the two parties to the dispute coming to an agreement between themselves. The proposals which he had prepared would be handed to the miners and coal owners immediately for their consideration over the week-end.

The Prince of Wales and the Duke of York entered the peers' gallery of the House just as the Premier began speaking.

Mr. Baldwin said he was anxious that the House should have the latest authoritative information at its disposal before the members separated for the week-end.

Regarding the docks and certain forms of transport, he announced, negotiations were still going on.

"I am not aware of any hitch in these negotiations," he said. "They are pursuing a normal course. An agreement has been reached and work should be resumed tomorrow on the busses, trams and tubes of the underround railway, but the terms of the settlement are not at present available."

Favorable Reaction

Ramsay MacDonald, former Labor Premier, said that he welcomed Mr. Baldwin's statement that he had prepared peace proposals in the mine tie-up. Mr. MacDonald said that he was certain that the Premier was right in saying that if the settlement were left to the miners and the owners themselves, agreement would be impossible.

A spokesman for the Trade Union Congress announced that there had been considerable easement in the industrial situation. The report was based on telegrams from the general secretaries of the Trade Union Congress in various sections, including Scotland.

The easing of the position, it was explained, was due to the fact that the railroad companies and all the employers of large numbers of men were showing what the T. U. C. considered an encouraging inclination to meet the union representatives on level ground for discussion of resumption of work on a reasonable basis.

The spokesman said Mr. Baldwin's

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EASTERN STAR ELECTS GRAND CHAPTER HEADS

Brilliant Ceremonies Are Planned for 50th Annual Installation

Election of officers this morning and their installation this evening marked the closing day of the golden anniversary session of the Grand Chapter of the Order of the Eastern Star of Massachusetts, held in the Boston Opera House.

A special guest today was J. Ernest Teare, Most Worthy Grand Patron, who brought greetings from the General Grand Chapter. It is in accordance with an order of the General Grand Chapter the Massachusetts Grand Chapter will add to the titles of Grand Matron and Grand Patron the precede Worthy.

Following the usual custom, Mrs. Lilian Archibald Millington, Associate Grand Matron, was elected Worthy Grand Matron to succeed Mrs. Annie L. Woodman. Raymond A. Cowing, Associate Grand Patron, was elected to succeed J. Brinton Bailey. Mrs. Margery B. Chisholm, Grand Conductress, was advanced to be Associate Grand Matron and Mrs. Anna E. Ham, Associate Grand Conductress, was elected Grand Conductress. Mrs. Carrie A. Cushing was re-elected Grand Secretary and Mrs. Alice E. Wallace was re-elected Grand Treasurer.

Two Contested Offices

The interest centered around the two contested offices, that of Associate Grand Conductress and Associate Grand Patron.

On the second ballot Mrs. Gladys M. Thorndyke of Marblehead was elected Associate Grand Conductress and Waldo Hayward of Plymouth was chosen Associate Grand Patron on the first ballot.

Mrs. Millington, the new Worthy Grand Matron, was initiated in Unity Chapter, Amherst, November, 1909; was appointed Worthy Matron, Unity Chapter, 66, in Amherst, 1917; fraternal correspondent, by Grand Matron, Sister Louise G. Crafts, 1917; Deputy Grand Matron by Grand Matron Sister Lillian G. Walch, 1920; elected Associate Grand Conductress of the Grand Chapter, 1923; president of the Western Massachusetts Past Matrons' Association, 1924; charter member of Nazarene Shrine No. 8, White Shrine of Jerusalem, and now serving as one of its trustees.

The new Worthy Grand Patron was initiated Nov. 9, 1917, and was Worthy Patron of Golden Chapter, Westfield, during 1923. He is Past Master of Mount Moriah Lodge, A. F. & A. M., a Knight Templar, and a thirty-second degree Mason.

One of the most brilliant features of a Grand Chapter session is the installation of officers, which this year comes tonight. Flowers, which figure so significantly in the work of the order, are always in profusion when the officers are installed, and these, coupled with the varied and colorful gowns, combine to make a scene of beauty.

The installing officers for this eve-

(Continued on Page 4, Column 4)



When Leaving the City

Please Think of Your Kitty

was one of the slogans on the 5000 humane posters submitted in a children's contest. Reproductions of several of the posters and an account of what the contest aims to do will appear in

Tomorrow's MONITOR

National Art Gallery Urged by Women's Clubs Federation

Massachusetts Organization Unanimously Elects Mrs. Arthur D. Potter as Head—Advocates Federal Recognition of the "Home"

SWAMPSCOTT, Mass., May 14 (Special) — Massachusetts women went on record today as believing that the "home maker" and the "home" should have vocational recognition in the official records of the Nation, and also that there should be a national gallery of art supported by the United States Government in Washington, D. C. Resolutions to this effect were unanimously passed by the Massachusetts State Federation of Women's Clubs at the closing session of its annual convention at the New Ocean House today, and ordered sent to the proper officials of the Government.

The federation unanimously elected Mrs. Arthur D. Potter of Greenfield as president and filled all other offices in accordance with the recommendations of the nominating committee. After installing them in office for the next two years the federation adjourned to devote its energies during the next few weeks to obtain the election of Mrs. Grace Morrison Poole of Brockton as recording secretary of the General Federation and the appointment of Mrs. Frederick Glazier Smith of Somerville, the retiring president, as General Federation director.

Vocational Listing

In support of the first resolution the federation held that the vocational listing of home makers and homes on government records would be an important step in raising the standards of both and hasten the solution of certain economic problems that now disturb the domestic and industrial life of the Nation. The federation asked for an immediate appropriation of $10,000,000 by Congress for the erection of a National Art Gallery and that construction of the building proceed at once. In the resolution passed the federation said:

"Each year brings a more serious need for a building that will fittingly house the collection of paintings and sculpture that have been given to the United States, and in addition make it possible to assemble into a national collection the work of worthy American artists, an undertaking which is now utterly impossible. The United States is the only great Nation which has no adequate national gallery; the only great Nation which has never considered its own art an asset worth housing."

In addition to Mrs. Potter the officers elected are: First, second, third and fourth vice-presidents, respectively, Mrs. Clarence W. Clark of Malden, Mrs. A. A. Packard of Springfield, Mrs. Edward E. Hobart of Plymouth and Mrs. Carl L. Schrader of Belmont; clerk, Mrs. Ernest R. Brackett of West Medford; assistant clerk, Mrs. Winfield Scott Ripley, Wakefield; corresponding secretary, Mrs. Clinton A. Ferguson of Marblehead; treasurer, Mrs. Frederick S. Davis, Boston; directors for three years, Mrs. Heman A. Harding of Chatham, Mrs. Henry E. Robert of Roslindale, Mrs. Bert S. Currier of Arlington Heights, Mrs. Walter A. Hall of Swampscott and Mrs. Walter C. Kenney of Winchendon; nominating committee for 1926-1927, Mrs. Joseph S. Leach of Walpole, Mrs. A. H. Andrews of New Bedford, Mrs. George B. Churchill of Amherst, Mrs. George A. Mellen of Lawrence and Dr. Lillian G. Perry of Boston.

Mrs. Potter in her adrdess of acceptance called upon all the clubs to have 100 per cent membership registered and voting next fall. The ballot is an intelligence test, she said. Let us show we care how we are governed.

Mrs. Josph C. Otis was re-elected trustee of the endowment fund for three years. It was stated by the secretary that a total of $76,000 had been contributed to various philanthropies by Massachusetts clubs during the last club year.

Music for Club Song

Much interest attached to the music accepted by the judges for the new club song. The winner of the $20 prize offered for the most suitable music was awarded to Reta Melton of Boston. The composer is known to the committee only by name. The words of the song, for which also a prize of $20 was awarded some time ago, were written by Beula Locke Sherburne of Lexington. The song was sung by the assemblage and will be heard in the music contest to be held at the biennial convention at Atlantic City.

Mrs. F. Otis Drayton, chairman of music, reported that the music memory work in the public schools of the State being fostered by the committee is meeting with success in a number of communities, notably Arlington. The object is to get the best type of music before the young people.

Study of mothercraft is increasing steadily, Mrs. May Dickinson Kimball, chairman of that work, declared. Definite instruction in mothercraft is successfully given in a number of schools and colleges, she said, with a fair prospect that little children of the future would not be taken to see motion pictures in which deeds of violence are enacted, or placed under other influences inimical to their well-being. The committee has established a lending library, the use of which, she believes, will be helpful.

So earnest are many of the club women engaged in Americanization work, especially in small communities, that a number of them have taken rigid teacher-training courses that they might the better carry on work with the foreign members of their communities until the school departments can afford to establish evening schools, Mrs. Benjamin D May, chairman, reported.

Talk on Junior Work

In a talk on junior work given yesterday by Miss Florence Dibert, second vice-president of the General Federation, she said the junior department, started as a means of training young people to take up the work of the federated clubs and carry it on, had been found to have an even broader significance. Club women usually took good care of their own daughters, but the junior club extended that care to the daughter of the woman who was obliged to spend all her time, thought and labor in giving food and drink to her children, Miss Dibert said. In taking care of the girls, she added, they were taking care of the boys, for the influence extended from one to the other. Miss Dibert said she believed that the junior club work should not be limited to any given circles of young girls but should extend freely to all who might be interested, that all possible might be reached to some extent at least by the aims and standards of the club women of the country.

Dr. Robert W. McLaughlin of Worcester addressed the federation last evening on "A Quest for a Pair of Slippers." Using "slippers" as a symbol of quiet reflection, Dr. McLaughlin pointed out that with all the urgent call to do things that there is in the world, there is yet need of people who can be quiet long enough to think.

???

(1) Who was Spunk and why did he jump overboard?
(2) What nation is forging to the head in European aviation?
(3) What materials did the early Romans use in writing?
(4) How would Canada's woman M. P. aid rural education?
(5) In what way is the Bonstelle Playhouse in Detroit unique?
(6) What is the pathway to success?

These Questions Were Answered in Yesterday's MONITOR

BIBLE CLASS RALLY TO BE HELD ON PIER

Novel Breakfast Is Planned by Portland Churches

PORTLAND, Me., May 14 (Special)—More than 500 men of Portland and vicinity will gather on the Maine State Pier at 8 o'clock on Sunday morning for the novel breakfast Bible class rally, sponsored by the Thirteen Club of the St. Lawrence Congregational Church and the Chestnut Street Methodist Church.

Tables are to be arranged in the large immigration room on the upper floor of the pier, under the direction of W. Ray Pease, superintendent of the pier, and a member of the Thirteen Class. A caterer will provide the breakfast. The Bible lesson for the day is to be taught by Dr. Kenneth C. M. Sills, president of Bowdoin College, assisted by Henry F. Merrill, leader of the Thirteen Club, and James F. Bigelow, leader of the Associates Bible Class.

Special musical features are being arranged, including singing by a quartet and by the congregation. Col. John W. Wright of the fifth United States infantry has agreed to send a brass quartet from the famous infantry band. The program will last two hours, closing in time for those present to attend their respective church services.

SCHOOLS TO DEBATE FOR CHAMPIONSHIP

BRATTLEBORO, Vt., May 14 (Special)—Brattleboro high school's debating team will debate Goddard Seminary team of Barre for the state championship title at Burlington, May 21. The seminary team won its semifinal debate recently in Barre, when its opponent was Bradford Seminary, from whom Brattleboro won the state championship last year. Brattleboro recently won its semifinal from Richmond High School.

The question to be debated at Burlington concerns federal ownership of the coal mines. Brattleboro will have the affirmative side.



"I Record only the Sunny Hours"

Ypsilanti, Mich.
Special Correspondence

A LARGE outdoor advertising firm had leased a lot on a prominent corner here, and had completed the outline of a long row of billboards before residents of the vicinity were awake to the fact.

Greatly disturbed, the residents consulted the city attorney as soon as they learned that billboards were to be erected, but he informed them that one of the intersecting streets at that corner was classified in the zoning ordinance as a business street, a fact which gave the advertising firm the right to use it for billboards. Nothing further could be done about it, the attorney said.

The residents, however, circulated a petition, asking the company to remove the boards on the ground that they were an offense to civic pride and beauty. Though the company could have refused to consider the petition, it framed a courteous letter, informing the petitioners that it regretted causing them annoyance, and that the billboards would be removed at once.

And so, before the paint on the new frames was dry, they were torn down in deference to the residents' wishes.

East Lansing, Mich.
Special Correspondence

HE WAS a pathetic little figure when he wandered into the foyer of one of the big hotels in Mexico, one cold morning, not long since.

Clothed in thin and scanty garments, his bare feet protected with soles tied on with rags, he at once attracted the attention of a gentleman standing near, whose kindly interest was instantly awakened to the crying needs of the little fellow, and as he was about to leave the hotel he beckoned to the lad to follow him.

There was a quick response to the kindness expressed by the man, and away they went down the street until they came to a clothing store, which they both entered. Imagine the feelings of this child when he became the owner of two new pairs of shoes, two suits of clothes, underwear, several shirts, a half dozen pairs of stockings, and neckties that any boy would be glad to have.

Later in the day he came back to the hotel and asked the clerk to please tell the Governor of Michigan that when he came to Mexico again he would talk American to him.

NATIONAL CLOAK & SUIT

Net sales of National Cloak & Suit Company for April were $3,087,569, compared with $3,866,506 in April, 1925, a decrease of $778,937. For four months net sales totaled $12,869,825, compared with $14,388,771, a decrease of $1,518,946.

WARSAW SEES PEACE RESTORED

Polish Legation in London Receives Encouraging News From the Capital

LONDON, May 14 (AP)—The Polish Legation has received a telegram from Warsaw, timed at noon, saying that peace and order have been restored in the city.

PARIS, May 14 (AP)—The Polish Government, its Embassy here announced, has issued a proclamation that any danger of a dictatorship by Marshal Pilsudski would be dispelled. The situation is not alarming, the proclamation says, and the Republic is not menaced. The proclamation was distributed throughout Poland by airplane.

BERLIN, May 14 (AP)—Reports received here state that Marshal Pilsudski has captured Belvedere Palace after a terrific battle and that several Cabinet members were taken prisoners. The entire city is now stated to have fallen into Pilsudski's hands.

Government air forces are reported to have bombed the revolutionary headquarters of Marshal Pilsudski in Warsaw. It is estimated that 450 persons have been killed in street fighting thus far. Foreigners are fleeing the country.

Reports from Warsaw received here at noon said disorders were increasing, with bands of civilians marching through the streets shouting: "Long live Pilsudski!" Persons who refused to tip their hats when the marshal's name was mentioned were clubbed. A report from the frontier to the Zeitung am Mittag says the Witos Government is refusing to abdicate, although the members are surrounded in the Belvedere Palace by the Pilsudski forces.

General Haller and General Sikorski are reported coming to the Government's rescue with provincial regiments, which the dispatch says have abandoned "the Fascist revolt."

A Czech agency dispatch from Prague says that Marshal Pilsudski's troops are holding up trains coming from the German frontier at Skierniewic, 50 miles from Warsaw. The tracks have been destroyed or have been occupied by his troops from that point to Warsaw.

By controlling the railroads into the city, the dispatch says, Marshal Pilsudski has been able to intercept the passage of Government reinforcements. According to this dispatch the Premier, Mr. Witos was reported to have been taken a prisoner. Marshal Pilsudski also has confiscated all Warsaw newspapers, only permitting the publication of his own bulletins.

The Thirty-Sixth Infantry Regiment, which is supporting Marshal Pilsudski, has occupied Lodz, according to private reports from Danzig.

The prospects of mediation are viewed in the dispatches as not promising. It is stated that Marshal Pilsudski's followers are opposed to arbitration of the dispute and are demanding that the invader take over the Government without any compromise. Of the provisional garrisons, the dispatches say, that at Vilna alone appears to have voted in favor of Pilsudski although its departure from Vilna is viewed as harazdous in that it would expose Vilna to invasion by Lithuania.

PARIS, May 14 (AP)—Eighteen persons killed and 80 wounded are the casualties of the street fighting during the last 48 hours in Warsaw thus far reported, says a communication from the Polish Government to the Polish Embassy in Paris. The communication added that the estimates of the seriousness of the fighting varied. The Polish Government from the Belevedere Palace in Warsaw has proclaimed Marshal Pilsudski "a rebel and outlaw." Mr. Witos has sent a dispatch to the Polish Embassy here to this effect.

The message to the embassy said the Government was confident of crushing the revolt and restoring order rapidly. It added that the provinces were unanimous in condemning Marshal Pilsudsky for his attack on Warsaw. It declared the morale of the troops in revolt had been greatly shaken.

It said the Government was able to count on the principal garrisons for the present. Those at Posen, Lemberg, Cracow and Przemysl were remaining loyal. The text of the statement follows:

"May 12: On the morrow of the definite constitution of Premier Witos' new Cabinet, with a majority of 240 from the Right and Center, troops which had been cencentrated beforehand around Sulejowek, where Marshal Pilsudski lives, attacked the capital under his orders and occupied the suburb Praga.

"The President of the Republic intervened personally and demanded the immediate submission of the revolting troops. Marshal Pilsudski refused to comply, threatening to drive the troops remaning faithful to the Government from the roads. These troops were then massed on the bridges between the city and Praga."

Revolting Marshal



© Underwood & Underwood

FORMER PRESIDENT PILSUDSKI

Who, at the Head of Revolutionary Forces, Is Said to Have Seized Warsaw.

NATIONALIST BODIES FORBIDDEN IN PRUSSIA

By Special Cable

BERLIN, May 14—In consequence of the disclosures concerning the premeditated march on Berlin by the extreme Nationalists, the Prussian Prime Minister, Dr. Braun, has forbidden and dissolved three of the most important of these organizations, namely the Vikings, a union of defense, the Union of East Mark and Olympia, the last-mentioned which comprises many thousands of members, and which is ostensibly a "German association for physical exercises," but in reality is a camouflaged military corporation whose aim is the overthrow of the republic.

The Vikings are particularly militant and extend throughout Germany. Very considerable funds of all three organizations were confiscated for the benefit of the Reich. The burgomaster of Lübeck, Dr. Neumann, whose name was mentioned as the future chancellor in the putsch plan, denies all knowledge of the same and states that he condemns any action against the constitution.

PRESIDENT THANKS GIRLS FOR ARBUTUS

Vermont Children Receive Letter From Secretary

BRATTLEBORO, Vt., May 14 (Special)—Unbeknown to friends or relatives, Doris Tyler and Bernice Boyington, each 10 years old, and pupils in the fifth grade in West Dummerston, recently sent some arbutus to President Calvin Coolidge.

They have just received a letter from the President's secretary, who was directed by the President to write a letter of thanks to the little girls. The letter mentions that Mr. Coolidge is especially glad to have the flowers as they come from his native State.

The receipt of the acknowledgment from the White House was the first intimation anyone in West Dummerston had, aside from the two girls, that the flowers had been sent.

TEACHERS TO MEET

SPRINGFIELD, Mass., May 14 (Special)—The New England Association of Chemistry Teachers and the Eastern Association of Physics Teachers will have a joint meeting in Technical High School on Saturday, and a well-diversified program has been arranged.

Tonight at the Pops

MAINE NIGHT

March, "From Maine to California" ..... Sousa
Overture to "Raymond" ..... Thomas
Minuet in G, No. 2 ..... Beethoven
Fantasia from "La Bohème" ..... Puccini
Tenth Hungarian Rhapsody ..... Liszt
Serenade ..... Schubert
(English horn solo: Louis Speyer)
Waltz, No. 15 ..... Brahms-Gericke
Finale from "Symphony for Organ and Orchestra" ..... Guilmant
(Homer Humphrey)
Dance of the Hours from "La Gioconda" ..... Ponchielli
Marche Miniature ..... Tchaikovsky
Slavonic Dance, No. 1 ..... Dvorák

EVENTS TONIGHT

Free public lecture on Christian Science by W. Stuart Booth, C. S. B., member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, Boston, Mass., under the auspices of First Church of Christ, Scientist, Concord, in Church edifice, Monument Square, 8:15 p. m.

Annual spring dinner and entertainment, Harvard Union, 7.

Address, "The Strike in Great Britain," by Rennie Smith, British Labor Member of Parliament, auspices of Community Church of Boston, Steinert Hall, 8.

Meeting of the Northeastern Section, dinner, Massachusetts Institute of Technology, 6:30.

Operetta, "The Golden Leaves," by junior reserve members of the Boston Y. W. C. A., Lamson Hall, 40 Berkeley Street, 8.

Twelfth annual rally of the First District Boston Council, Boy Scouts of America, East Armory, East Newton Street, 8.

Theaters

Copley—"Eliza Comes to Stay," 8:30.
Castle Square—"Abie's Irish Rose," 8:15.
Keith's—Vaudeville, 2, 8.
Repertory—"The Swan," 8:30.
Shubert—"Rose-Marie," 8:15.

Photoplays

Colonial—"Ben-Hur," 2:15, 8:30.
Majestic—"The Big Parade," 2:15, 8:15.
Tremont—"The Black Pirate," 8:30.

EVENTS TOMORROW

Inauguration of Dr. Daniel L. Marsh as president of Boston University, Symphony Hall, 10:30.

May Day pageant, auspices of South End House, 20 Union Park, 2.

Charles River walk, auspices of Field and Forest Club, meeting Harvard Square, near Harvard Co-operative Building, 2.

Field class, Arnold Arboretum, 10.

All-day and afternoon walk at the Massachusetts Audubon Society's Moose Hill Bird Sanctuary, 8 o'clock train at South Station for Sharon.

Meeting of American Poetry Association, luncheon, Weber Duck Inn, Wrentham, 1:30; South Station train for Mansfield, 12:30.

Address, "Running an Army Press Bureau," by Capt. Raymond B. Hemenway, Army and Navy Club, Hotel Bellevue, 2:30.

Band concert, Parkman Bandstand, Boston Common, 3.

WEATHER PREDICTIONS

U. S. Weather Bureau Report

Boston and Vicinity: Partly cloudy, probably with light showers tonight and Saturday; little change in temperature; moderate variable winds.

Southern New England: Partly cloudy tonight; probably occasional showers tonight and Saturday; moderate to fresh southeast and east winds.

Northern New England: Partly cloudy tonight and Saturday; probably showers on coast tonight; little change in temperature; moderate south winds.

Official Temperatures

Albany	56	Memphis	58
Atlantic City	58	Montreal	48
Boston	59	Nantucket	50
Buffalo	50	New Orleans	66
Calgary	42	New York	56
Charleston	66	Philadelphia	60
Chicago	44	Pittsburgh	58
Denver	42	Portland, Me.	48
Des Moines	44	Portland, Ore.	50
Eastport	40	San Francisco	52
Galveston	68	St. Louis	50
Hatteras	68	St. Paul	42
Helena	44	Seattle	50
Jacksonville	68	Tampa	76
Kansas City	46	Washington	62
Los Angeles	56		

High Tides at Boston

Friday 2:04 p. m.; Saturday 2:13 a. m.

Light all vehicles at 8:27 p. m.

THE CHRISTIAN SCIENCE MONITOR

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Optimism for World Peace Noted by Dwight Morrow

Increased Economic Interdependence Cited by French Attache to National Conference

BRIARCLIFF MANOR, N. Y., May 14 (Special)—"Despite the mine strike in England, the revolution in Poland, the currency problems of European nations and the troubles which beset Russia, there is sufficient reason to look out upon the world with a confident optimism," Dwight W. Morrow of New York told the National Conference on International Problems and Relations in session here.

Robert Lacour-Gayet, financial attaché of the French Embassy, Washington, D. C., paid a high compliment to the Carnegie Endowment for its splendid service in advancing the cause of peace throughout the world.

Commenting on the value of the forum method of talking over world problems, Mr. Lacour-Gayet said:

"Conferences, such as this, are becoming more and more indispensable. The time has come when it is impossible for any nation to remain isolated, and a reciprocal knowledge of the problems which they must face is necessary in order that nations may together seek a common solution for their difficulties. It is more true in the economic world than anywhere else that the misfortune of the one has never meant good fortune for the other.

Economic Factors

"The war increased this economic interdependence and this solidarity which is one of the most characteristic traits of the present era. The United States, more than any other nation is forced to keep in touch with questions which interest the rest of the world.

"America represents at the present moment the only financial power remaining entirely intact after the events which upset the world from 1914 to 1918. She is interested in the definite restoration of Europe not only because she has at her disposal immense forces, but also because she is creditor of most of the European countries.

"It is, therefore, at one time, to her interest and her duty to offer her help to the people whose resources are exhausted because of the war. The economic and financial collaboration between the American continent and the European Continent has thus become the indispensable condition for the re-establishment of the economic equilibrium of the world. Without this definite restoration there is conceivable neither financial restoration nor a lasting peace between the nations."

French Debt Funding

Speaking of the recent arrangements for the funding of the French debt, arrangements which have not yet been ratified by either of the contracting parties, the speaker said:

"France has just given conclusive proof of her good will by settling, under condition with which you are familiar, her debt to the United States. She has thus put an end the only cause for misunderstanding which too often in the course of the last few years has obscured the horizon between our two countries, linked by a traditional friendship which both wish eagerly to maintain."

"It goes without saying that in promising to pay the United States annuities which increase rapidly from 1930, France has taken account, in the valuation of her capacity to pay, of the sums which she is to receive from Germany. The French Government in signing pledges to pay to which it expects to remain faithful and which it wishes to execute scrupulously does not doubt that its debtors will bear towards it in carrying out treaties and existing agreements the same care and fulfillment, as it intends to bear toward its own creditors."

Mr. Lacour-Gayet then denied that the French people were rich and that they were trying to slip from under their economic responsibilities. The speaker particularly criticized certain elements of the American press for spreading this type of propaganda against France.

Balkan Optimism

At a discussion on the Balkan and Danubian question, Adamantios Polyzoides, editor of Atlantis, explained the new hope which seems to have been shared by a majority of the Balkan states. Referring to the good will that is now in evidence in that general area Mr. Polyzoides said:

"It is something of a miracle to read in an Athens daily, a Bulgarian contribution on the necessity of better railroad communications between the two countries. It is just as surprising to see an Athenian newspaper man touring Bulgaria, while at the height of the Greco-Serbian controversy a Serbian football team was crowned with Olympian laurels after a brilliant victory against their Athenian opponents.

"But the climax of all this is the news coming from Athens, that a group of Turkish University students on their return from Cairo to Constantinople, not only had made the pilgrimage to the Acropolis and the Parthenon, but they were welcomed and fêted by a group of their Greek colleagues. These, and other instances, are cited to illustrate the manner in which a new more friendly psychology has tended to radically change the face of the old Balkan country."

Summing up the reasons for his optimism with regard to southern and eastern Europe Mr. Polyzoides said:

"The large masses of people throughout the Balkans are now less eager for war than for the good things of life. The old die-hards who preach hatred are daily becoming an impotent minority. The spirit of live and let live has entered the Balkans.

"And the best the rest of the world, and particularly America, can do toward this new orientation of the Balkans is to encourage those elements who think and act in terms of friendly adjustments, in terms of a peaceful solution of their problems."

Muhammadan Factor

The Muhammadan world, heretofore an untouched subject during the course of the conference discussions, received its proportionate share of consideration in a paper prepared by Isaiah Bowman, director of the American Geographic Society. Mr. Bowman briefly reviewed the historical background, the population, the significance of sea control, the limitations imposed by desert environment and the material resources of the Muhammadan world.

"Muhammadanism has had," said Mr. Bowman, "full opportunity to discover the weakness and foil the strength of its chief opponents. During the World War and immediately thereafter there seemed to be an immense stirring within the Muhammadan world. There were many attempts at achieving solidarity of political purpose, for example, through the related but quite unlike and in some respects rival programs of Pan-Turkism and Pan-Islamism.

"The Muhammadans gave the British some serious trouble in India. Egypt has passed through one of the most critical periods of her history. The French have had constant trouble on the Syrian frontier, and Turkey, the most important political unit of the Muhammadan world, refused to sign the Treaty of Sévres, broke up the first Near East Peace Conference at Lausanne, and at the second conference refused outright to continue the policy of the capitulations and the service upon the pre-war Ottoman debt."

Imperialism Debated

Political imperialism received a new name at the round table conference on the international control of raw materials. There had been a lively discussion on the economic and political expansion of certain European countries with regard to colonies. The general sense of the gathering was one of condemnation of the colonial policy.

It was at this point that Edwin E. Slosson of Washington, D. C., took exception to the trend of the argument. "Imperialism," he said, "is nothing more nor less than what our grandfathers called 'gumption.'" Thereafter the discussion seemed to hinge around that particular word. It was felt by many of the delegates that certain nations had too much "gumption" while many others did not seem to have enough. The problem of internationalism, as announced, was to distribute this "gumption" with some fair degree of proportion among the several nations.

Also, during this discussion, Great Britain's rubber policy was vigorously assailed by some of the speakers, and just as vigorously defended by others. L. L. Summers, who is a member of the War Industries Board and chairman of the War Industries Board in Europe, came to the defense of Great Britain, while Benjamin Wallace of Washington, D. C., was a vigorous critic of British policy.

BRIARCLIFF MANOR, N. Y., May 14 (AP)—American newspapers can keep America out of war, Edward Price Bell, of the Chicago Daily News, told the 200 delegates to the National Conference of International Problems and Relations here.

Mr. Bell declared that the American newspapers are the true champions of American liberty and have inherently vested in them the power to defeat wrong within the Nation and the capacity to prevent wars.

Editorially and otherwise, he said, the newspapers might do much to change the habits of the people seen in them.

"No publisher, no editor," he said, "can be great unless he be a great humanist. From beginning to end, his problem is a problem of humanity. He must not only understand his staff and how to get out of them all he can, but he must understand the great non-vocal public.

"I give to you as my conviction that many editorial chairs creak under under a load of misunderstanding of the public. The occupants of some editorial chairs think the public is shallow. The public is deep. These editors think the public wants trash. The public wants the best that is known and thought in the world."

PROF. HART HONORED BY HARVARD FACULTY

Albert Bushnell Hart, professor emeritus in the division of history, government and economics of Harvard, was last night honored at a dinner given at the Harvard Club by his colleagues at Harvard. Professor Hart recently resigned from active teaching to devote his entire time to research and writing, and the dinner last night was in commemoration of his service of nearly half a century of teaching.

Prof. F. W. Taussig '79, in his capacity as toastmaster, introduced George Herbert Palmer '64, for many years professor of philosophy at the university; George Foot Moore, Hon. '06, formerly professor of theology at Harvard, and A. Lawrence Lowell, president, as the speakers of the evening.

As a further testimonial of their regard for Professor Hart, his colleagues gave him a silver loving cup. The cup, which was presented by A. N. Holcombe '06, professor of government, bore the inscription, "In commemoration of 50 years' service to the Nation, to learning, and to Harvard."

OREGON TO DEDICATE HIGHWAY

PORTLAND, Ore., May 10 (Special Correspondence)—Mount Hood Loop Highway, one of the scenic trips of the west, will be officially dedicated June 5, under the auspices of the Advertising Club of Portland. City, State, and Government officials will be present. Members of the caravan committee are William P. Merry, chairman; Tommy Luke, Arthur B. Carlson, Al Eckleman, W. H. Barton, Harry Hale, W. W. Ely, O. C. Leiter, A. W. Cauthorn, J. M. Jones, J. O. Bailey, C. D. Porter, A. L. Steele, George L. Rauch, Dan C. Freeman, and Stanley Banbury.

One of New Hampshire's Fine Buildings



Institute of Arts and Sciences at Manchester.

MANCHESTER (N. H.) INSTITUTE TO HOLD PUBLIC EXHIBITION

Work of Students in the Arts and Sciences to Be Shown the Last Week in May

MANCHESTER, N. H., May 14—Arrangements are being made for the annual exhibition of the Institute of Arts and Sciences which will be held the last week in May. Each year at this season the work of students during the past winter is placed on public exhibition and attracts the attention of many interested people of all parts of New England, the Manchester institute being a unique organization in the field of public education.

The present is the twenty-seventh season in which courses have been given for the popular extension of culture and knowledge. A feature of the institute is the fine arts department, which is under the presidency of Miss Penelope W. Snow.

Classes are conducted in oil and water color. Classes in painting, design, metal work and jewelry, block printing and lettering receive instruction from Mrs. Maud Briggs Knowlton, and the work turned out of these several classes is said by critics to be on a par with that produced by students in the Boston Art Museum, Wentworth and similar institutions.

The institute is in every sense a public institution and memberships are being held by all classes of people for a nominal fee of $5 a year. An additional fee of $1 is required for each class in which the member takes instruction. Juvenile memberships are issued at $2.

In addition to the ordinary courses, the institute gives a series of concerts and lectures. It also maintains an orchestra and a splendid dramatic department. The domestic, natural and social sciences are also taught and prizes awarded for exceptional results.

The growth of the organization has been remarkable and its present home is in a granite building given by Mrs. Emma B. French. It is the finest building in the State devoted to educational purposes.



Portion of Basketry Exhibit of Students of the Institute of Arts and Sciences at Manchester, N. H.

WELLESLEY TO HEAR RACHEL E. CROWDY

Rachel Eleanor Crowdy, Dame of the Order of the British Empire, one of the first two women in history to win knighthood in their own right, will visit Boston May 20 to deliver a series of addresses under the auspices of the League of Nations Non-Partisan Association. On Thursday evening, May 20, Miss Crowdy is scheduled to appear at Wellesley College and at noon of the next day she will address the Radcliffe College students.

Plans to hold special meetings in honor of Miss Crowdy during her stay in Cambridge have been made by the League of Nations Non-Partisan Association, who will tender a luncheon to Miss Crowdy at a meeting of that organization at the Twentieth Century Club on Saturday, May 22.

EUROPE NEEDS FURTHER TIME

Observer Says the Continent Has Not Yet Recovered Its Equilibrium

By SISLEY HUDDLESTON
By Special Cable

PARIS, May 14—Europe is agitated, exclaim the journals, and some of them add France is calm. Undoubtedly the Continent is traversing a period of difficulty. It has not yet recovered its equilibrium. It is well that this fact should be recognized for sometimes more is expected from Europe than is justified by the circumstances.

"It is necessary to give the Continent further time to settle down," remarked a distinguished observer to The Christian Science Monitor representative, "and if it is impossible to aid materially or by counsel, at least criticism or pressure or anything calculated to harass Europe should be spared until a better balance is attained."

A review of the western part of Europe certainly reveals temporary conditions of adversity. France is engaged in two wars and the franc is continually slipping. Spain is still pursuing its protracted and unfortunate campaign in Morocco.

In England, if the general strike is finished, the economic problems remain and France considers them as acute as its purely financial questions. Germany has escaped a coup d'état but the chancellor who concluded the Locarno pact has fallen, and it would appear that men less trusted by France are to take power. Active German nationalism is yet dreaded.

In Poland, civil war is menaced. Count Skrzynski's moderating influence has been overthrown. Marshal Pilsudski, a militarist, has seized power against Witos and Sikorski. From the viewpoint of European peace these incidents are without weight. Belgium is undergoing a governmental crisis and its financial troubles are increasing. Nor can Italy, despite Fascism, sustain the lire, which in a single day lost seven points.

It is doubtful whether Geneva will reach a unanimous conclusion regarding the League of Nations Council seats, and it is on the solution of this question that the entry of Germany in the League depends.

This bird's-eye view, confined to westerly Europe is necessary and should not cause discouragement. It should simply remind us what efforts are still required before the perturbation following the war can be appeased.

VERMONT SPECIAL REGISTERS OVER 100

Farewell Celebration at Burlington Is Planned

BRATTLEBORO, Vt., May 14 (Special)—Passenger reservations on the "Vermont Maple Sugar Special" train which will start next Monday afternoon for Boston, New York, Washington and Chicago, have passed the 100 mark. It has been found necessary to add another Pullman coach to the train. Among the recent reservations are those for Mayor and Mrs. Clarence H. Beecher of Burlington, H. A. Bailey, the first mayor of Winooski, and Thomas Bradlee, head of the extension service of the University of Vermont.

Burlington people will have an opportunity to inspect the train and the cars containing the exhibits before the train leaves there at 5 p. m. Monday. The train will be taken to the railroad shops at St. Albans on Monday morning and "tuned up" for a long trip. It will then be brought to Burlington, arriving at 2 p. m.

It is planned to have a farewell celebration at Burlington between 2 p. m. and the hour the train will start. Plans are now being made by the Burlington Chamber of Commerce. The train is expected to arrive at the South Station, Boston, at 2:45 Tuesday morning.

On the return trip, the train will pass through Rutland and definite plans are now being made to give the train and its guests a reception. Mayor Fordis C. Parker of Rutland and members of the city government and officials of civic organizations will welcome the party.

POLICE JUDGE NAMED

CONCORD, N. H., May 14 (AP)—Alvin Leighton of Northwood has been named police judge in Northwood by Gov. John G. Winant and the executive council.

BALKAN STATES GETTING CLOSER

Religious, Labor, and Sporting Organizations Helping in Work of Brotherhood

By Special Cable

SOFIA, May 14—The international conference of the World Students' Christian Federation is now being held in the beautiful summer resort, Kostenetz, 100 miles from Sofia, delegates attending from most European countries who are discussing methods of training European youth to carry on a crusade for peace and brotherhood. The delegates were cordially received by the Bulgarian Government.

The conference was preceded by a meeting of the Balkan Christian Federation, held in the same place, representatives of Orthodox churches coming from Bucharest and Athens. Greetings were sent by the Serbian National Church. A priest from Sofia was also present, thought the Bulgarian Synod boycotted the meeting. The conference was called for the purpose of considering ways and means to secure greater co-operation between the churches of the various Balkan countries. Cordial atmosphere prevailed.

At the close of the conference the Bulgarian Students Christian Association celebrated the sixty-fifth anniversary of its founding. The president of the university, the president of the Student Association, and a representative of the World Federation and Mr. Naidenoff, Bulgarian Minister of Education spoke, as well as representatives of Rumania, Poland, Greece, Serbia, Czechoslovakia, and the United States.

The Serbian representative started his speech in French, but was requested by his audience to talk Serbian which the Bulgarians understood. He complied and at the end of his speech stepped over and kissed the Bulgarian delegate, for which act he was wildly cheered by the Bulgarian audience. International labor unions, sport, and religious organizations are helping to bring Balkan states closer together.

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Are noted for their dignified and religious character of tone, nobility of design, durable construction, dependable service, and the integrity and responsibility of the house that builds them.

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the House of Pilcher has been continuously engaged in designing and building pipe organs for the most discriminating churches in America. Ever having been alert to the adoption of every modern development along the lines sanctioned by the world's greatest organists, it has established an enviable reputation for instruments of superior tonal qualities and ease of manipulation. Church officials will find it greatly to their advantage, in the selection of a new organ, to avail themselves of the many helpful suggestions that these long years of practical experience enable the House of Pilcher to submit. No obligation. Address:

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60 Golf Courses!



A sportsman's paradise,—and 'mid as magnificent scenery as you've ever seen.—No rain to spoil your fun—and *cool!* You'll sleep under blankets every night.

Special low round-trip fares in effect from May 15th to October 31st. Write for one of the most complete vacation booklets ever published, beautifully illustrated — and FREE! Address All-Year Club of Southern California, Sec. 7-W, Chamber of Commerce Bldg., Los Angeles.

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RUDELCO BRAND Olive Oil

An imported olive oil of the finest quality, made from the first pressing of choicest olives. You will find a daily use for Rudelco Olive Oil.

Try it in this simple French Dressing, and see how it improves the flavor of your favorite salad.

FRENCH DRESSING
1 tablespoonful vinegar.
¼ teaspoonful salt.
4 tablespoonsful Rudelco Olive Oil.
¼ teaspoonful mustard. Dash of Paprika.

Put salt, mustard and paprika in small bowl. Add a little oil, stir thoroughly, then add remainder of oil, stirring all the while. Add vinegar, a drop at a time, stirring constantly. Serve immediately.



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Second only in importance to the event itself—

Wedding Invitations

Wedding Invitations—engraved in English Script on Crane's fine quality paper, one hundred sheets, allowing ten lines of engraving, with inside and outside envelopes. 19.50

Wedding Announcements—engraved on Crane's fine quality paper, in English Script, allowing eight lines of engraving, one hundred sheets, outside and inside envelopes. 16.50

Each additional hundred invitations or announcements. 9.00

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With name engraved in English Script, one hundred with plate. 2.25

Engraved in any of the new shaded types, fifteen letters, one hundred cards with plate. 3.75

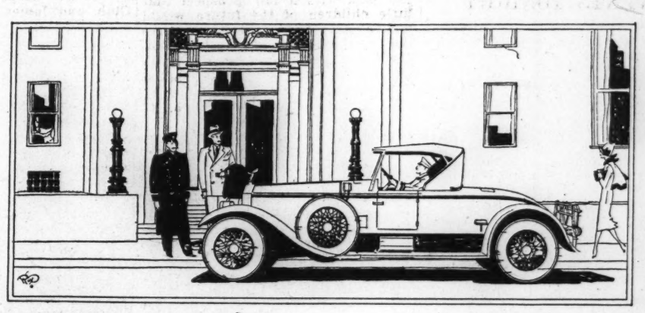
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Chassis 165-MK is owned by a gentleman who takes life as it comes*

**Inspectors visit every Rolls-Royce chassis frequently during its entire life*
This advertisement is based on detailed records kept at the Springfield works



This man lives in Cleveland, Ohio. At one time, he was concerned in many large financial enterprises. Now, at middle age, he is retired from active business. He and his wife are interested in enjoying themselves.

His roadster (165-MK) calls for him at his club to take him golfing or to the country. He drives it himself. And he will tell you why. "Years ago, when I was a little boy, my first thrill came to me on my tenth birthday. I was given a bicycle. Twenty years ago, I sat behind the wheel of my first motor-car. That was my second thrill. Last year, when I bought this Rolls-Royce and drove it myself, I got the greatest thrill of my life."

Neither this owner nor his wife is interested in the impressive mechanics of the Rolls-Royce. He knows that his Rolls-Royce cars are extremely comfortable; he does not know that unusually long and flexible cantilever springs are one of the causes. He knows that his is a vibrationless motor-car; he is not concerned with the reason—a series of vibration dampeners of very efficient design. He can depend upon the brakes to stop his car quickly at any speed or to hold it with security on any descent; that the Rolls-Royce brake-drums are spun forgings, machined down from 90 to 30 pounds, having five times the cooling area of any other brakes, and lined with a secret composition which is guaranteed against required replacement for three years, regardless of use or abuse—these things do not bother him at all.

His Rolls-Royce cars (two enclosed cars in addition to the roadster) are always ready to go, anywhere. And always equal to their task. In short, this owner is interested in results, not causes.

If you were to call it to his mind, he would probably remember that each of his Rolls-Royce cars carries a 3-year guarantee against failure of any mechanical part. But since the guarantees have never been called in question, he has no reason to remember them. And the beauty of his Rolls-Royce cars matches the excellence of their mechanical performance.

What a reliable servant the Rolls-Royce has proved to this man and his wife! What an investment in comfort and transportation! They may expect at least 20 years of unfailing service from their cars.

Can you rightfully ask as much of your motor-car? If you will make yourself known at our showrooms, we shall be glad to arrange a 100-mile trial trip in a Rolls-Royce, at any time, over any roads.

BOSTON SHOWROOMS—
1035 Commonwealth Ave.

ROLLS-ROYCE

RAILWAYS SIGN AGREEMENT FOR WORKERS TO RETURN

(Continued from Page 1)

statement of last night had been followed by a favorable reaction.

A national conference of miners' delegates, convened by the Miners' Federation, met in Kingsway Hall to consider the strike position. Many of the delegates had traveled all night by road. When the conference met it was understood important developments had occurred since the executive adopted its resolution opposing the settlement proposals of Sir Herbert Samuel, chairman of the Royal Coal Commission, and that the delegates' conference might possibly adjourn to allow the executive to continue conversations already started with the object of reaching a settlement basis.

The session adjourned at 1 p. m. until 4 p. m., after discussing Sir Herbert's memorandum. The members of the miners' executive were expected to go to Downing Street (where the Premier's official residence is situated) before the conference was resumed.

A notice was issued at the Croydon Corporation tram depot asking all members to resume work, as "a strike settlement was reached at 2:30 o'clock this morning."

The London County trams, which operate over the greater part of the city, will function as soon as possible, it was stated, and the council expressed the hope that some of the services would be in operation this afternoon.

Meanwhile London went to work again by motor car, bicycle, and afoot, the limited train and bus services being unable to carry all the travelers. The populace continued to maintain the cheerful demeanor which it has displayed throughout the trouble.

Both the Government and the unions are eager to ascertain what Americans are saying and thinking about the strike and its aftermath. They have cabled their representatives, requesting the fullest information, with clippings of both official and unofficial views.

Several important conferences between those concerned in restoring industrial order out of the chaos were taking place today. It is conceded that the ministers, the industrial leaders and the trade union conferees have many laborious hours before them. Until the various conferences report satisfactory conclusions of their efforts, no general restoration of the country's industries can be expected.

Papers More Abundant

The newspapers, although far below normal, were more abundant today than on any day since the strike began. The British Gazette, the Government's strike organ, ceased to appear, having turned over The Morning Post's plant, where it had been printed, to the owners. The Morning Post came out with a four-page paper today. Several other papers also got out four sheet editions.

The British Worker, organ of the strikers, reprints a portion of the King's message to the people asking them to forget bitterness and work for a lasting peace, and declares:

"Those employers who are refusing to reinstate their workers unless wage reductions are accepted are deliberately and maliciously defying His Majesty's appeal for peace."

In the House of Commons Ramsay MacDonald and J. H. Thomas complained of the attitude of the Government organ, the British Gazette, contrasting it with the per ful example of the King and the Premier.

The Government retains full control, as before of food supplies and essential services, which are being operated by volunteer labor. Hyde Park and other great parks are still in use as Government depots.

The Home Secretary, Sir William Johnson-Hicks, gives warning that the great army of newly-enrolled special constables will still be required. Mr. Baldwin's emphatic declaration that attempts to smash the unions cannot be tolerated and his admission that unions are a necessary part of the industrial machinery gives hope for an eventual settlement. The Archbishop of Canterbury and other peace advocates are still active in the cause of conciliation.

EAST BOSTON BRIDGE PERMIT REQUESTED

Final hearings before the Massachusetts Senate Ways and Means Committee was given today on the petition of several Boston business men for permission to erect and operate a toll bridge or tunnel between Boston and East Boston. Speakers affirmed that the structure would in all probability be a bridge and not a tunnel.

Alexander Whiteside and Gen. Edward L. Logan, of the incorporators, were the principal speakers for the proponents. Mr. Whiteside gave a general description of the plans for organization and for construction, and told of the great demand for closer connection between the two parts of Boston.

General Logan's discussion occupied the larger portion of the hearing. Section by section, he went over the provisions of the bill with the committee, debating and answering the committee's questions and in some cases agreeing to slight changes in wording to clarify the meaning of the measure.

He declared that personally, but not as representing the corporation, he believed there is no demand for a tunnel, and many arguments against it, but that the bridge structure is a real need. This developed on a question by Renton Whidden, Representative from Brookline, as to the advisability of striking out of the bill all references to a tunnel and making it a purely bridge bill. As to cantilever or suspension type, he said this question is as yet undecided.

GERMAN MERCHANTS GUESTS OF CHAMBER

Inspection of the Filene Co-operative Association, the New England Telephone & Telegraph Company and the Harvard School of Business Administration today, completed the study portion of the visit of 34 German merchants to Boston. The visitors were guests of the Boston Chamber of Commerce and the Retail Trade Board. They motored to Marblehead for luncheon and after a short sight-seeing trip in the afternoon were scheduled to leave for New York at 5 p. m. tonight.

They have ben in the United States since April 19, visiting large cities including New York, Philadelphia, Washington, Chicago, Detroit, Buffalo and Boston. Study of wholesale and retail distribution methods was the chief object of the visit and the party will sail for Germany, from New York, on May 18.

METALCRAFT SCHOOL OPENS

SPRINGFIELD, Mass., May 14 (Special)—An art metalcraft school for junior achievement foundation directors and club leaders opened yesterday in the Junior Achievement Training Institute and will continue through the week. Instruction is given in the making of desk sets from sheet brass and copper, and in etching them. Those enrolled will in turn instruct other achievement leaders.

YEN CABINET REORGANIZED

PEKING, May 14 (AP)—The emergency Cabinet formed late last week by W. W. Yen has been reorganized.

Peking advices on May 7 said the Yen Cabinet would resign shortly after its formation in favor of Li Ching-Lin, former civil Governor of Chihli Province and chief of the allied Chinese forces against the Kuominchun (National Army).

Grand Chapter Officers, Eastern Star of Massachusetts



Top, Left—Mrs. Lilian Archibald Millington, of Amherst, Worthy Grand Matron (Photo by Purdy). Top, Right—Raymond A. Cowing, of Westfield, Worthy Grand Patron. Bottom, Left—Mrs. Carrie A. Cushing, Re-elected Grand Secretary (Photo by Purdy). Lower, Center—Mrs. Margery B. Chisholm, of Everett, Associate Grand Matron. Lower, Right—Mrs. Anna E. Ham, of Milton, Grand Conductress.

BILL URGES JAIL AS FIRE PENALTY

A. L. Bazely, State Forester, Seeks Means to Save the Blazing Forests

For the conservation of forests in Massachusetts and to reduce the fire hazard, a bill providing a jail sentence for those persons who set fires through carelessness was filed today by William A. L. Bazeley, commissioner of conservation and state forester.

"The situation has reached the stage where it is becoming alarming," said Mr. Bazeley today. "Forest fires prevail throughout the State from the Cape to the Berkshires. The blame lies largely with automobilists, expecially young people, who flip away a lighted cigarette or cigar butt with no thought of the damage it will do."

Under the provisions of the bill, "any person who by throwing away lighted matches, cigarettes, cigars, or the contents of a pipe by the roadside or upon the land of another and by such act causes a fire in the open air, shall be imprisoned for not more than six months and if caused by the occupants of an automobile the license of the same shall be revoked."

The situation is such, the state forester believes, that the penalty should be greater than the mere imposition of a small fine. Mr. Bazeley pointed out that the possibility of the revocation of an automobile license will act as a deterrent.

EASTERN STAR ELECTS HEADS

(Continued from Page 1)

ning are: Mrs. Jane Gray Payzant, Past Grand Matron; George A. Mosher, Past Grand Patron; Mrs. Helen H. Barnfather, Past Grand Matron; Mrs. Lillian Grover Walch, Past Grand Matron, with Mrs. Eva L. Kent, Past Matron, as Organist. The special music will be by the Weber Quartet. The 1917 and 1923 matrons and patrons will serve as escort.

Rainbow Ritual Exemplified

Yesterday afternoon various reports were read, and following a general business session, the Grand Assembly exemplified the work of the Order of Rainbow. Many of the girls who took part in this interesting spectacle are the daughters of members of the Star, who were present to witness the work. Mrs. Lulu H. Gobrecht, head of the order in New England, directed the exemplification, assisted by Mark Sexson of Oklahoma, founder of the order.

Last evening a complimentary dinner at the Copley-Plaza was given to Philip A. Jerguson, Past Grand Patron of Massachusetts and now Right Worthy Associate Grand Patron of the General Grand Chapter.

Mrs. Annie L. Woodman, Grand Matron of the Massachusetts Grand Chapter, who arranged the dinner, introduced Mrs. Carrie A. Cushing, Grand Matron of the order 25 years ago and now Grand Secretary, who in turn introduced the speakers, all of whom spoke in appreciation of Mr. Jerguson's work for the order. The speakers were: Mrs. Melissa A. Cook, who was Grand Matron when the Massachusetts Grand Chapter was instituted 50 years ago; J. Ernest Teare, Most Worthy Grand Patron of the General Grand Chapter; Mrs. Emma Chadwick of the State of Washington, Right Worthy Associate Grand Matron of the General Grand Chapter; Mrs. Minnie E. Keyes of Michigan, Right Worthy Grand Secretary; Mrs. E. L. Chapin, Most Worthy Grand Matron of Connecticut; Mark Sexson and Mrs. Woodman. Mr. Jerguson responded briefly.

Following the dinner, the party joined other members at Symphony Hall, where Eastern Star night was observed at the Pop concert. The Eastern Star Women's Club Chorus of Boston, directed by Mrs. Maude E. Wright, sang in the intermission of the concert.

State Chapter Inspections Announced for May and June

Inspections for May and June are announced by Mrs. Lilian Archibald Millington, the new Worthy Grand Matron of the Grand Chapter of the Order of Eastern Star of Massachusetts as follows:

May 20, Ruth, Chelsea; 21, Evangeline, Brighton; June 7, Hope, Attleboro; 8, Blue Hill, Dedham; 11, Revere, Palmer; 14, Virginia, Dorchester; 15, Fraternal, West Somerville; 16, Belmont, Belmont; 17, Pequossette, Watertown; 21, Victory, Swampscott; 22, Brookline, Brookline; 23, Cambridge, Cambridge; 24, Good Will, Falmouth; 25, Oriental, Oak Bluffs; 29, Holyoke, Holyoke.

Early schools of instruction: May 18, Stella, Worcester; 22, Palestine, Newtonville; 28, Arcana, Greenfield; 29, Collina, Pittsfield; June 5, Springfield, Springfield; 12, Mystic, East Boston; 18, Dartmouth, New Bedford; 26, Masona, West Harwich; 28, Robert Morris, Holyoke; Sept. 11, Regis, Lynn.

STRUCTURAL STEEL

Orders for structural steel placed the last week exceeded 43,000 tons. Pending inquiries aggregate 35,500 tons.

MAINE SEEKS LEGION SAILING

Gov. Brewster Would Have Three States Delegates Ship From Portland

PORTLAND, Me., May 14 (Special)—At the request of Gov. Ralph O. Brewster, an effort will be made by Brig.-Gen. Albert Greenlaw, Maine member of the France Convention Travel Committee of the American Legion to have the delegates from this State, New Hampshire and Vermont board ship for the pilgrimage in September of 1927 at the State Pier, Portland.

The Royal Mail Line has been designated to carry the New England Legionnaires and members of the Auxiliary on the "Second American Expeditionary Force" and Boston is the port which has been named by the travel committee as the port of embarkation for the delegations from the states of Kansas, New Hampshire, Rhode Island, Vermont, Oregon, Connecticut, Nevada and Wyoming, in addition to the Maine delegation.

General Greenlaw, who will attend a meeting of the France Convention Travel Committee to be held in New York City on Saturday of this week, will present the matter of making Portland a port of call.

It is pointed out that the Maine State Pier offers every convenience for the adequate handling of the 1000 members of the Legion and Auxiliary who will be making the trip from the three states named. Portland is the natural seaport railroad terminus from these three states and time and travel could be saved these delegates if it were made possible for them to embark at Portland.

General Greenlaw reports that arrangements for the entertainment of the 25,000 veterans and members of their families who will participate in the Paris convention are approaching completion, and he says that the return of the Legionnaires promises to be the most gigantic peace-time movement over the Atlantic in history. Twenty-five thousand have already signified their intention of making the trip, and it is expected that a total of 30,000 will be included when the ships sail from the several American ports in September of next year.

The interest of Governor Brewster in the pilgrimage and his request that Portland be made a port of call and embarkation will meet with the approval of the Legionnaires from Maine, New Hampshire and Vermont.

BOSTONIAN SOCIETY TO MEET

"Long Wharf and the Old Water Front; History and Reminiscences," is the subject of an illustrated lecture which Gilbert R. Payson will give at a regular meeting of the Bostonian Society in the Council Chamber of the Old State House, next Tuesday, at 3 o'clock. The meeting is open to the public.

Fancy Cuff Gloves in Grey or Tan, $2.95

Grey or tan are so popular that it is hard to keep them in stock and even more difficult to obtain them from the makers. We have just received a supply in an attractive assortment of cuffs to sell at $2.95.

Porteous, Mitchell & Braun Co.
PORTLAND, MAINE

SEAVEY'S
Homemade
NEEDHAMS

Made from a fresh, creamy fondant, filled with the choicest tender cocoanut and hand dipped in the homemade way with a rich chocolate coating of the kind used only on the finest of quality candies, attractively packaged, in a unique wooden box. Truly a quality confection. 59c pound. Sent postpaid on receipt of check or money order.
Address
SEAVEY'S SWEETS,
AUBURN, MAINE

SCOUTS CALLED PEACEMAKERS

(Continued from Page 1)

to prospering it commercially at the expense of others, but a broader one, that wishes good to all the world." He held war up as "an international disgrace," and charged the Girl Scout leaders that the young girls who would be in their care were the future mothers of the race and should be shown the way to "good, happy, healthful, helpful citizenship," in which they would cherish the peace of the world.

Introduced by Mrs. Low, to whom he communicated the idea of girl scouting for America, Sir Robert began at once a defense of modern youth against the assertions that it is not as good as the last generation. Declaring that though modern youth appeared more independent and less respectful than that of a generation ago, it was none the less amenable to reason if rightly approached. He urged that the older generation should feel themselves responsible and he adapted to girl scouting the advice James Storrow, as president of the American Boy Scouts, had given the boys.

"Take the girl herself into consideration, and see what she wants," he pleaded. "Remember that the spirit is important and that the form is immaterial. Keep alive the spiritual training, for in the schools too much attention is centered on material gain. Try to develop character, and remember that the right way to do it is by having some good ones yourselves, for the youngsters will catch them from you. Foster a sense of sacrifice and service, which are also to be taught best by example. Encourage the doing of things for themselves, without expectation of reward, for as this becomes a habit, it helps to form the character and develops love and good will.

"Good will and co-operation are the keys to success in bringing the world together and doing away with the possibility of war. I noticed some articles in a New York paper, dealing with conferences on armaments, and the disappointing thing about them to me was that they seemed to play upon fear of people. That does not seem to me the right line to take. One would wish to see them pointing to the disgrace of war in this civilized time, not something we should be afraid of, but something we do not wish to be disgraced by.

"The Girl Scout movement, it seems to me, can help develop this point of view. This vast family is growing every day, not merely in size, but in spirit. It is spreading the ideal of love and good will. If you can do that you are going to do a greater thing than was ever thought of when Guiding was started.

"This conference is a proof that the early dream of Guiding has become a reality. Here you are from all these countries going back to spread the idea among your people; and when you have all become friends, who is going to be able to make the nations fight? Certainly not the politicians.

"You cannot do things by legislation. You have got to win the spirit of the people, and when you do that leagues, armament, and conferences are useless. I ask you to go forth from here feeling that you are going to promote this thought among your people. Then we shall see what we all desire, a kingdom of God in this world, and peace and good will among men."

Sir Robert was followed by Dr. George E. Vincent, president of the Rockefeller Foundation. He declared that a common understanding and good will among nations would be an inevitable by-product of the Scout movement if it set about training its girls with common purposes and common aims.

In the evening Sir Robert was again the chief guest, attending the World Council fire and informally answering questions put to him by the leaders. Discussion of practical affairs of scouting occupied today's session.

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WEEKLY TRIPS TO
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BALTIMORE

Chorus of 500 Women's Voices Massed as Part of Music Week

Concert Sunday at Symphony Hall, Boston, First Where Combined Choirs of Female Singers Have Appeared in Program

From the concert by massed women's choruses Sunday afternoon in Symphony Hall, the sponsors of Music Week expect that considerable impetus will be given to the organization of choruses in women's clubs in other communities.

Mrs. William Arms Fisher, founder and organizer of Boston's Civic Music Festival, in speaking of the concert, said:

"This is practically the first time that women's choruses have been brought together in a concert of this size and importance, and we hope that other clubs will be inspired to inaugurate choral work when they see and hear what has been accomplished by their sister organizations.

"We have a very definite object in encouraging the organization of choral groups. We hope before many years to have a choral group in every women's club in the country and thus, working by means of mass participation, bring the pleasures of music appreciation, music making and music leading to all of America. We want to make a musical America."

Sunday's concert in Symphony Hall will be given at 3:30 p. m. as a part of Boston's third annual Civic Music Festival.

509 Voices in Unison

The combined chorus of 500 voices includes: the choral society of the Massachusetts State Federation of Women's Clubs, whose singing is to be a feature of the annual convention of the federation at the New Ocean House, Swampscott, this evening; a chorus of 100 voices, directed by George Sawyer Dunham; the North Shore Women's Chorus, Arthur B. Keene, director, 100 voices; MacDowell Club Chorus, William Ellis Weston, director, 60 voices; chorus of the Women's Republican Club of Massachusetts, J. Edward Bouvier, director, 100 voices; Agnetian Glee Club of Worcester, J. Edward Bouvier, conductor, 85 voices.

Miss Marjorie Moody, recently returned from a tour with Sousa's band, will be soprano soloist; Paul Franck, solo organist, and the Knickerbocker Male Quartet also will appear.

The program includes "America the Beautiful"; "June Rhapsody"; Louis Victor Saar's "Ave Maria"; "The Lord Is My Shepherd," "The Green Cathedral" by Hahn and "Springtime" by Watkins, "In May," "Miss Nancy's Gown" and "Indian Mountain Song" by Cadman.

French Organist as Soloist

Mr. Franck will give an organ solo, "Piece Heroique," by Cæsar Franck, and Fantasie in G Minor, by Bach.

Paul Franck, young French organist and composer, a native of Paris, a pupil of Camille Saint-Saëns, while still a boy gave numerous recitals throughout Europe.

Two years ago he came to this country and gave 63 recitals in the United States and Canada. He liked America so much he desired to return here and make this his home, which he did last October, choosing Boston as his place of residence. He plays entirely from memory, has an extensive repertoire, playing 200 selections by celebrated composers. He has been heard recently in recitals at Tremont Temple, Boston City Club, Harvard Club and St. Paul's Cathedral.

Mrs. Fisher is chairman of the education department of the National Federation of Music Clubs in the United States and has been sent for three times from England to assist in developing music club work there. Granville Bantock, head of the Music Department of Birmingham University, composer and director, conducting and adjudicating festivals all over the country, and Edwin Evans, noted music editor and critic of England, both have sent for her to help with the work in that country. She was asked also to organize a music week festival in Scotland.

The park department is co-operating with the Civic Music Festival by furnishing one of Boston's best bands of 40 pieces for a concert at the Parkman Bandstand on the Common Saturday at 3 p. m. George H. Johnson, city director of publicity, will be in charge of the arrangements on the Common. This is the only band concert for the festival with the exception of the contest of 20 school bands, which takes place on the Common on May 22.

WHISTLER MASTERPIECE PLACED IN PARIS LOUVRE

By Special Cable

PARIS, May 14—Whistler's masterpiece, the portrait of his mother, which he called An Arrangement in Grey and Black, has been placed in the Louvre Museum. It has waited long for this supreme distinction.

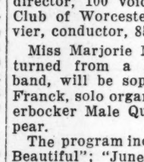
It was bought on the advice of Georges Clemenceau and Leon Bourgeois for 4000 francs, and the artist was given the Legion of Honor. Its entry into the Louvre, though belated, must now give satisfaction to picture lovers.

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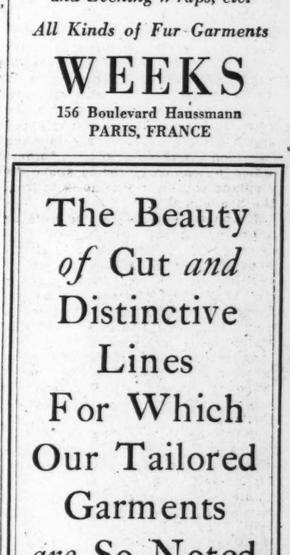
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Shimmer of Green Lies on Arboretum

Pears and Forsythias Join Lingering Cherries in Offering Bloom

Three public walks weekly will be led by George Merrill, official guide, during the next few weeks, starting from the Forest Hills Gate of the Arnold Arboretum promptly at 3 o'clock on Tuesdays, Saturdays, and Sundays, weather permitting, and with opportunity given before the start for visitors to view the unfolding loveliness of this great sanctuary of flowering shrubs and trees.

Although spring is notably late, nature lovers searching for the first fresh, charming greens of the earlier flower season can find plentiful interests in late blooming cherry trees, the golden flames of forsythia which is now in excellent form, the fragrant ivory showers of pear blossoms and the shrub garden, all happily adjacent to the Forest Hills Gate.

Rare indeed have been the years wherein the cherry tree display has lasted as long as this year, many more of the shadbushes are in bloom than usual and the pink magnolias along Meadow Road are unusually lovely.

The Arboretum as a whole is ashimmer with young green, touched here and there with russet and bronze and gold. The grounds are open each day from sunrise to sunset, free to the public, and the Arboretum's contribution to the floricultural treasure of Boston is unusually beautiful.

NEWPORT PROPOSES GREETING TO PRINCE

NEWPORT, R. I., May 14—Newport proposes to give Crown Prince Gustaf Adolph of Sweden a public reception when he arrives here from New Haven on June 16 as guest of the summer colony. The Mayor has already initiated the movement by communicating with the Consul-General of Sweden in New York in an effort to obtain official approval. The Crown Prince and his party will go from here to Worcester, Mass., where plans for a testimonial have been made.

An Eastern Star Pioneer



MRS. MELISSA A. COOK

AT THE various meetings of the Grand Chapter of the Order of the Eastern Star of Massachusetts, held this week in Boston to celebrate its golden jubilee, one of the outstanding figures was Mrs. Cook, Senior Past Grand Matron, who presided at the first Grand Chapter session, held in Worcester in 1876, and again presided at the opening of the fiftieth anniversary assembly, which opened in the Boston Opera House, Thursday. The high esteem in which Mrs. Cook is held by the members was unmistakably shown by the warm reception accorded to her when she called the meeting to order, again when she appeared at the pageant, which was dedicated to her, on Wednesday night; again when she spoke at the complimentary dinner in the Copley-Plaza Hotel, last evening. Whenever and wherever she appears, immediately the members gather, and an impromptu reception is held. Mrs. Cook joined Adelphi Chapter No. 1 in Springfield 56 years ago, and was its first Worthy Matron.

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U.S. Air Mail, on 24-Hour Schedule, Like Dream of Fiction Come True

Flying in the Dark With Aid of Special Lamp Posts Often as Easy as Motoring Home After the Theater

By EDWARD P. WARNER
Professor Aeronautical Engineering, Massachusetts Institute of Technology

ALTHOUGH the imaginations of Kipling and Wells and other prophets of achievement in the realm of the sciences have, in fictional form, outrun actual accomplishments, at some points they have fallen persistently short of full prediction of present reality in others, and Mr. Kipling has already seen some of the essential features of the fantastic tale of a night airship service which he wrote 16 years ago transmuted into fact. The United States Air Mail, plowing the skies on schedule time at midnight as at noon, follows the Kipling story after a lapse of time much shorter than that by which the coming of the successful submarine lagged behind Jules Verne's circumstantial tales of the doing of Captain Nemo in his "Twenty Thousand Leagues Under the Sea."

The need for day-and-night operation if commercial flying on long routes were to be an independent success on its own account and not merely a more or less useful auxiliary, was evident from the first moment at which students of transportation began to turn their attention toward the problems of the air. A 12-hour service cannot, whatever its other advantages may be, compete on the long haul with one to which the setting of the sun brings no cessation of operations. The transcontinental air mail had been running but a few months when it was quite apparent that unless the machines could fly at night they might almost as well not fly at all, so far as the handling of through mail was concerned.

Night Schedules New

Night flying in itself was nothing new. It had been practised more or less regularly through the war, and experience had demonstrated that a skilled pilot could take a machine off from the ground, control it during the air, and bring it back to earth almost as satisfactorily in darkness as in daylight, given familiarity with the field and such surrounding landmarks as could be distinguished by local illumination or by the light of the moon, and given also the lighting of the surface of the field at the moment of landing. The time for night flights under war conditions, however, could be picked with some reference to wind and weather. What came to the Air Mail as an entirely new problem was the necessity of flying across country on a fixed route and doing it every night, on nights when the moon was full and on others when the clouds closed in above the airplane and there was no light from the heavens at all.

European experience had nothing to offer. "Aerial lighthouses" had been set up in France and England; but they had undergone no test in regular service and there was no record of their efficiency under unfavorable conditions. The equipment which was finally selected, and which now projects nightly that long series of fingers of light that maps a path from New York westward to beyond the Rockies, was almost entirely American, primarily the result of the work of the officers of the Engineering Division of the Army Air Service in co-operation with the personnel of the Air Mail itself, and with several companies specializing in the production of highpowered lighting equipment for industrial and marine uses.

Operating Expenses

The problem of operating airplanes during the hours of darkness divides into three parts, to be attacked individually. There must be a plan for guiding the pilot across country along the designated route. When he arrives at his destination he must find there such lights and other ground equipment as will aid him in coming in to a safe and normal landing on the field. Finally, an element that is dispensable in case of absolute need but that is by no means without importance, is the provision for a possible forced landing by the placing on the machine itself of equipment by the use of which it may be possible to pick a proper field and make a safe descent even after a sudden engine stoppage. Various combinations of ground and air apparatus are of course conceivable, for if the airplane is so fitted that normal landings can be made with no lights other than those carried on board, the arrangements on the ground may be made much less elaborate than would be necessary if the machine carried no lights or special instruments and had to depend exclusively on ground illumination.

Just as the degree of success with which one section of the subject has been handled may affect the length to which it is needful to go in the attack on some other section, so also it is possible that the treatments of the three parts might be combined and that a "lighthouse," for example, might serve also to show up the surface of a field for landing. The Army and the Air Mail, however, found three distinct solutions.

The Beacon

The primary agency of guidance across country is the beacon, a rotating searchlight or a stationary beam flashed on and off at short intervals for greater effectiveness in attracting attention. The Post Office Department uses the rotating type, with the searchlight mounted on a tower to clear ground obstructions and with its ray ceaselessly sweeping the sky to every point of the compass. The layman, whose first impulse would be to expect that a lighthouse for aircraft would direct its light sharply upward, finds it surprising that the beam is inclined only one degree above the horizontal—at least until he reflects that even that inclination means that the point of greatest light intensity is nearly 3000 feet above the ground when it gets 30 miles away. It is expected that the pilot will pick up the beacon at least at that distance.

The lights have been seen for 80 or 100 miles, but the organizers of a service intended to run in all weathers except in the thickest of fogs must leave a wide margin of safety, and the Air Mail beacons are never set more than 25 miles apart, while over the Alleghenies in Pennsylvania the distances are less than half that. As an added aid to the pilot picking his way through bad weather at a low altitude there are automatic flashers, of low power and without any carefully formed reflector to give a narrow directed beam, but for that very reason of substantially the same visibility from all angles, and they are placed only three miles apart.. Some of the country over which it is necessary to pass between New York and Cleveland, however, is so mountainous that any light set at a low altitude would quickly be cut off from view by the irregularities of the ground, and in that region the spacing of the rotating beacons is much closer than the usual standard.

Terminal Fields

The aids to landing at terminal fields include flood lights and boundary lights. The "floods," strategically placed around the edges of the landing area, are designed to diffuse the illumination very widely, through half a circle in fact, and horizontally, but to cut off sharply on a narrow arc vertically. Qualitatively, the action is that of an automobile headlight, where again a sharp vertical cut-off is needed to prevent glare, but the horizontal spread is much wider in the flood light. It goes without saying that the intensity is far greater since a good landing-field light ought to cover several thousand square yards of surface brightly enough to permit the picking up of the proverbial pin. In general appearance the flood-light is much like the lantern arrangement of a marine lighthouse, and the luminous source is either an arc light or an incandescent bulb of about 25 times the power of those ordinarily used for house lighting.

The boundary light is a much simpler matter, merely a small incandescent bulb enclosed in a ground-glass globe for protection and for diffusion of the light to increase the apparent size of the source. Such units are placed at intervals of 50 feet or thereabouts around the edges of the field, as even the floodlights might fail to indicate to the pilot with sufficient sharpness where the smooth landing area began or to show up small ditches and other minor irregularities. Lights must be provided, also, on any high obstructions, such as buildings, flagpoles, or radio towers, which project above the level of the horizontal cut-off of the flood lights.

Emergency Fields

Between terminals a certain number of emergency fields, suitable for landing in case of mechanical trouble or the advent of impossibly bad weather, are laid out. The spacing of such fields would of course vary with the type of country flown over, with the nature of the traffic, emergency landing-places being more important with passengers than with mail or express only, and with the quality of the flying equipment. Along the Air Mail route they are placed about 20 miles apart on the average, a beacon being located on each one, and they carry the boundary lights but no floods. Landings must be judged with the aid of the lights on the airplane itself.

These lights—the final dependence—are of the automobile head-light type, about eight inches in diameter, and are located on the wing-tips and directed slightly downward to follow the path of the airplane in its normal gliding descent and to illuminate for the pilot the point at which he will make actual ground contact. They do not suffice to show obstacles far enough away to permit dodging, nor are they of much assistance in picking out a field from a high altitude, but their value in the actual process of making the landing, and in fact their complete sufficiency as a guide in the process of "flattening out" for the gentlest possible impact, has been demonstrated by repeated tests. So successful have been the demonstrations, indeed, that some pilots prefer to land at the terminals with the airplane lights alone, either leaving the flood-lights off entirely or having them switched on for a moment to orient the field and then cut off again in response to a signal given from the air.

Parachute Flare

In case of a complete and sudden engine stoppage between emergency fields, the next resource is the parachute flare. Carried in the airplane just behind the pilot's seat are two such flares. The parachute itself serves as a reflector, and the powerful magnesium flares carried light up the ground over a circle of several hundred yards radius, permitting the pilot to select the best field among those below him and, having chosen it, to make a landing by the same light, for the parachute which carries the flare settles at a rate slower than the descent of an airplane in a normal glide. It is only very seldom that the flares have to come into use, but on more than one occasion they have been the means of making a safe landing possible after a complete engine failure with no lighted field or field known to the pilot within reach.

So careful were the preparatory studies made that the type of equipment first selected for the Air Mail has proved satisfactory ever since, with changes only in minor detail. A greatly increased activity in lighting airways may be expected in the next couple of years as the result of the inauguration of the contract mail-carryng routes and of the probable passage of the Bingham bill providing for the allocation of certain aeronautical functions to a new Assistant Secretary of Commerce. Except for some likely alterations in the form of beacon to make it effective over a wider range of altitudes and to facilitate the identification of individual signals, the new equipment is almost sure to be very much of the form now used and here described.

Lighting the Road of the Air Mail Pilot



Photographs by U. S. Air Mail Service

Upper Left—Artificial Daylight for the Airplane Pilot. A Flood-Light of 500,000,000 Candlepower for a Terminal Field. Upper Center—Wind Indicator. Upper Right—An Automatic Flasher to Be Set Between Beacons. Lower Center—Circling a Rocky Mountain Beacon 8600 Feet Above Sea-Level, the World's Highest Lighthouse. Lower Left—500,000,000 Candlepower, Every 25 Miles.

NEW ZEALAND ESTABLISHES A CHAIR OF ARCHITECTURE

University Senate Sanctions Course for Degree—Studies to Extend Over Five Years, Last One to Be Spent in Architect's Office

AUCKLAND, April 4 (Special Correspondence) — Architecture in this young country recently witnessed the sanctioning by the university senate of the course drawn up for the degree in architecture.

It is natural that in a community so greatly absorbed in pioneering work not much attention should have been given to this art, but the last few years have seen a promising change. Architects have seriously considered the raising of professional standards, and have begun to educate the public in understanding and appreciation of their art. Public interest has been aroused, especially by the competitions that have been held for war memorials and other purposes.

Recently there was established at Auckland University College the first chair of architecture in New Zealand. Professor Knight, the first occupant of the chair, set about framing courses of study, in conjunction with a committee appointed by the Institute of Architects, and the result of their deliberations was passed by the senate.

"We are now able to offer in New Zealand a course of training for architects in line with the famous ones in operation in England," said Professor Knight to an interviewer. "An architect may qualify in two ways. He may pass the examinations of the Institute of Architects, which will be conducted by the university. These do not entail giving full time to architectural work at the university. If, however, he seeks the degree in architecture, he must give his whole time to study.

"The course," said Professor Knight, "will be spread over five years, during four of which the student will spend his time at the university, while in the fifth year he will apply his training in a registered architect's office, and then produce a thesis of design done entirely without supervision, on which he will be judged for his degree. Students will be required to do intensive studio work in connection with the design and construction of buildings, including almost every type which the practicing architect will be likely to encounter."

Much attention will be given to the history of architecture and to the theory of architectural design.

REFUND FOR TAX OVERPAYMENT

WASHINGTON, May 14 (AP)—Any overpayments made by taxpayers in filing tentative returns will be refunded or credited against the next installment, it was announced by D. H. Blair, Commissioner of the Internal Revenue Bureau. He warned that complete returns must be filed by May 15, the end of the two months' period allowed corporations and taxpayers with incomes of more than $5000.

NATIVE GOVERNMENT SOUGHT BY ARABS

By Special Cable

JERUSALEM, May 14—The anti-Zionist Arabs' memorandum, published today, intended for the Permanent Mandates Commission's session at Geneva in June, urges the commission to visit Palestine to examine the Arab complaints, of which the chief is that the country is unable to absorb the large Jewish immigration.

Arab leaders say that the local mandatory government would benefit from such a study instead of "drifting amid stagnation and corruption." Finally the Arabs ask the establishment of a native government in which Arabs and Jews will be represented in proportion to their numbers, reminding the Mandates Commission that both the British mandatory and the League Covenant undertook to give Palestine local autonomy.

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PARK SQUARE'S GREAT GROWTH TOLD ON SCREEN

W. J. McDonald Outlines New Program Calling for Expenditure of Millions

How millions of dollars are to be expended during the next decade in Park Square and Back Bay to make the district the civic and commercial center of Boston was depicted by William J. McDonald last night at the 10th annual dinner of the Park Square Real Estate Trust.

Mr. McDonald, leader in the development of Park Square, sketched the accomplishments and pending transformation of the district, in which $70,000,000 already has been invested.

He visualized a 3,000,000 Greater Boston, railroad electrification, a great Union station, Dartmouth Street becoming a wide north and south highway from Andrew Square across a new bridge to Cambridge, a new federal building and the conversion of the Exeter Street Boston & Albany yards into building sites occupied by many stately structures. He viewed these developments as only the preface to even greater expansion throughout New England.

Nearly 400 men, representative of the varied activities of Boston, dined at the Copley-Plaza Hotel as the guests of the Park Square Trust and saw pictured on the screen the swift changes which have been accomplished in that part of the Back Bay in less than 15 years. George S. Smith of the trust, formerly president of the Boston Chamber of Commerce and of the Boston City Club, was toastmaster.

Mr. McDonald, introduced as "probably the most active citizen of Boston in the last 10 years," described the pictures of the Park Square district and disclosed the plans for the future of Boston in the thought of the directors of the trust.

Acquirement of the old Boston & Providence Railroad property from the New Haven, building of the Copley-Plaza Hotel, the Paine Furniture Company's house, the Park Square Building, then the John Hancock Company's home, and other enterprises which have followed rapidly, were all explained by Mr. McDonald.

Widening of Stuart Street

The Stuart Street extension and widening was, Mr. McDonald said, the first big improvement in the district the Park Square Trust promoted after getting possession of the district. Telling about the building of the score of new structures in the developing area, Mr. McDonald said that the new Statler Hotel is the greatest asset to the square. He said that the Boston Publishing Company is to build at Columbus Avenue, Berkeley Street and the Boston & Albany Railroad Company a large building from which the Boston Herald and the Boston Traveler are to be issued.

That the Federal Government's new Back Bay postoffice opposite the John Hancock Building will be another feature in Park Square's rapid progress, Mr. McDonald assured his audience and the projected structure was portrayed on the screen. The new Elks' Home and the preliminary operations for the Boston Consolidated Gas Company's building were shown by motion pictures.

How great the Stuart Street improvement has become and how much it serves traffic was illustrated by many motion pictures taken from the Elks' and other buildings.

Mayor Nichols followed Mr. McDonald saying that for years he had followed with keen interest the activities of the Park Square Real Estate Trust and he added that Boston appreciated the men promoting such development activities as among its best citizens.

Changes in Boylston Street

Ernest Manahan, president of the Boylston Street Association, described his interest in the developments of the Back Bay district, with which he has been thoroughly familiar since his boyhood. He told how Boylston Street had been affected by the trade changes. Today the tide of prosperity, he said, is rising again for the entire district, but the elimination of the railroad yards must be accomplished before its full possibilities are reached.

Dudley Harmon described how the New England Council, 12 representatives from each of the states appointed by the governors, is working as an economic legislature in behalf of the welfare of the six states as one united region with one people and common aims.

Louis K. Liggett followed with a broad and optimistic view of the prospects which Boston faces. He said Boston is being guided right and that if the present plans of the men who are making themselves responsible for its real estate growth continue as they are doing the city will ere long command the position to which it has long been entitled.

Other speakers were Ernest H. Moore of the National Shawmut Bank, Donald McKay, William J. Nolan, Maj.-Gen. Edgar B. Champlain and Edgar B. Shaw.

COLUMBINE PROTECTION ASKED

PUEBLO, Colo., May 9 (Special Correspondence)—A movement has been started in Colorado to establish June 18 as Columbine Day. Clarence J. Morley, Governor, has indorsed the move and has set aside the day as a state holiday. A few months ago the advertising clubs of Colorado started action toward an educational program to save the columbine, which is fast disappearing, due to the disregard of tourists, in the mountains. A year ago the State Legislature passed a law making it an offense to pick more than 25 stems a day, to pull the plants up by the roots and to pick the columbine on private property without the consent of the owner.

BIRD LOVERS INVITED TO SHARON SANCTUARY

The annual Bird Day meeting of the Massachusetts Audubon Society will be held tomorrow at Moose Hill Bird Sanctuary, Sharon, during which the society will keep open house at their headquarters and throughout the sanctuary grounds. That the stream of northern warblers and other late migrants will be almost certain to be found passing through at this time of the season is the opinion expressed by members of the society. The sanctuary is accessible by motor from Boston by way of Mattapan and Canton or by Norwood and Walpole. There is also a two-mile, well-marked footpath trail through the woods from the Sharon station to the sanctuary.

While no formal exercises have been planned for the day it is expected that Edward Avis, a member of the Audubon Society, will entertain the gathering for a half hour with a talk starting at 1:30 and will furnish clues to the identity of birds by imitating bird songs and calls.

CAPE COD BUS PERMIT HEARINGS SCHEDULED

Hearings will be reopened May 20 on petitions of the New York, New Haven & Hartford Railroad for permits to operate motorbus lines which are expected to form a comprehensive transportation network on Cape Cod.

Improved train service between Boston and Plymouth, with express train service between Boston and Wareham, are features of the general plan. Frequent bus service to connect with all parts of the Cape is planned. Hearing was given yesterday by the Public Utilities Commission, and the only opposition was on the Brockton-Plymouth route. At the request of the Eastern Massachusetts Street Railway, the continuance was granted.

FIRE STATION SITE BOUGHT

Mayor Nichols signed a contract made by the Board of Street Commissioners with the Benevolent Fraternity of Churches to pay $73,200 for the property at 10 Warrenton Street, near Washington, and known as the Barnard Memorial, as the site for the new municipal fire station. Plans for the new station are to be drawn by John M. Gray.

Mount Holyoke May Day Festival to Be in Honor of Miss Woolley

Twenty-Fifth Anniversary of Her Installation as President to Be Celebrated With Presentation of the Pageant of Faerie Queene

SOUTH HADLEY, Mass., May 14 (Special)—The most beautiful and elaborate May Day celebration ever attempted at Mount Holyoke will be held tomorrow in honor of the twenty-fifth anniversary of the installation of President Mary E. Woolley, when Spenser's "Faerie Queene" will be presented as a great out-of-door pageant on the pageant field, under the direction of Miss Virginia Tanner of Cambridge.

Alumnæ and friends of the college are planning to motor in from all over New England, to be present at the celebration, and both South Hadley and Holyoke are already filling up with the guests. The May Day celebration begins with the performance tonight of Barrie's "Dear Brutus," by the dramatic club. On Saturday morning there will be an archery tournament and various informal reunions among alumnæ and friends of the college who have returned for the celebration.

Pageant on Saturday

The pageant itself will begin at 4 o'clock on Saturday afternoon. The text has been adapted from the first book of the "Faerie Queene," and his letter to Sir Walter Raleigh outlining the plot of the poem.

The part of the Faerie Queene will be taken by the Queen of the May elected by the students of the college, whose identity will be kept a secret till she appears in the pageant. It is the custom to elect the most beautiful member of the senior class, choosing blondes and brunettes on alternate years. This year the May Queen will be a brunette. Lorraine Keck '29, of Flushing, N. Y., will have the part of the Red Crosse Knight. Lois Armstrong '27, of Cambridge, is the student chairman of the celebration.

President Woolley returned from her visit on the Pacific coast in order to be present at this celebration, exactly 25 years after what is described in the old college records as "the most ceremonial affair in the rather simple history of Mount Holyoke College" when on May 15, 1901, Miss Mary E. Woolley of the department of Biblical literature at Wellesley was inaugurated as president of "Mary Lyon's old school," with the presidents of Brown, Amherst, Vassar, and Wellesley participating.

At Critical Point

President Woolley took the leadership of the college at a critical point in its history, and to her has been largely due the transformation into an up-to-date modern school of the original "Mount Holyoke Seminary" founded by Mary Lyon in 1837 with the intention of offering to women, for the first time, a course of study equal to that offered in the best colleges for men.

When she came into office the old seminary was a thing of the past. The fiftieth anniversary of its founding had been celebrated in 1887 by altering its name to that of Mount Holyoke College, and most of the original buildings had been burned. When Miss Woolley took office the grounds were covered with the excavations out of which the handsome modern plant of the college was beginning to rise.

Coming to Mount Holyoke from Wellesley, with reverence for the ideals of Mary Lyon and the customs of the seminary which had been so largely influential in determining the first plans for Wellesley also, President Woolley conceived of her task as that of "keeping the spirit of the original school while gradually altering its letter." To this ideal she has always been true, so that under her leadership Mount Holyoke College still represents the almost unique spectacle of a college for women, of the most up-to-date character, organically developed out of the simple, rigorous but intelligent conceptions of early New England Puritanism.

The pageant given in her honor tomorrow is an expansion and elaboration of the one given five years ago in honor of her twentieth anniversary—it being a college tradition now to use Spensers' story of the Red Crosse Knight and his rescue of Una, or Truth, as the motifs of college celebrations in honor of Miss Woolley.

Head of Mt. Holyoke for 25 Years



MISS MARY E. WOOLLEY Photo by Eric Stahlberg

CHAMBER TO DINE VERMONT VISITORS

Governor Billings to Head Maple Sugar Delegation

Franklin S. Billings, Governor of Vermont, and about 25 leading business men of that State, who are among the 100-odd that are coming to Boston next Tuesday on the Maple Sugar Special Train, will be the special guests of the Boston Chamber of Commerce, and participate in the New England get-together meeting and luncheon in the Chamber building that noon.

Channing Cox, former Governor of Massachusetts, Governor Billings and other prominent speakers will address the gathering on the merits of New England, its trade, industry and finance. In connection with the luncheon, the chamber will conduct its annual election, choosing several directors.

Members of the New England Affairs Bureau of the chamber, who are planning the reception and entertainment for these guests, will meet the group at the station, about 10 a. m., although the train arrives early in the morning.

They will take the party by automobile, with police escort, to the State House for a reception by Governor Fuller at 10:15 a. m. A ride down Beacon Street and vicinity will follow and, the party will reach City Hall about 11.15 for a greeting by Mayor Nichols. At 12:15 the party will reach the chamber for a reception in the directors' room, previous to the luncheon at 12:30.

Charles B. Burleigh, chairman of the New England Affairs Bureau of the chamber, is to receive the visitors and conduct them about the city. Tuesday night the Vermonters are to be guests at a dinner and reception at the Hotel Vendome given by the Vermont Association of Boston and the Daughters of Vermont.

STUDENT-INDUSTRIAL CAMP PARTY PLANNED

NORTON, Mass., May 14 (Special)—The Wheaton Y. W. C. A. and the industrial department of the New Bedford Y. W. C. A. will hold a student-industrial week-end at the New Bedford Y. W. C. A. camp on Saturday and Sunday. Discussions of interest to both groups will be held under the leadership of Beryl Proctor, Wheaton '26, Ayer, and Annie King of New Bedford. The questions for discussion are: "Can Education of Workers and Strong Unionism Replace Protective Legislation?" and "Would the Equal Rights Amendment Be an Improvement Upon the Present Status of Labor Legislation?"

Arrangements for the house party have been made by Helen Stone '26, Athol, and Helen Woodbridge '26, Lynn, for Wheaton, and Annie King, Mrs. Margaret Rostron, Gladys Andrews, Belle Hemmings, and Cecile Serpa for New Bedford. Those who will be in the Wheaton delegation are: Marie Jensen '27, Worcester; Ruth Estes '28, Cambridge; Katherine Weeks '26, Andover; Lucille Landman '26, Plainstow, N. H.; Beryl Proctor '26, Ayer; Evelyn Ranlett '28, Billerica; Altie Webber '28, Auburn, Me.; Helen Stone '26, Athol.

MANY CANDIDATES FOR BOWDOIN BOARD

Fifteen Alumni in Contest for the One Vacancy

BRUNSWICK, Me., May 14 (Special)—As a result of the recent preliminary balloting by the alumni, the largest number ever nominated for vacancies in the board of overseers of Bowdoin College became candidates for the single vacancy in the board this year. Fifteen alumni received the required 25 votes or more and have been placed on the eligible list which will go again to the alumni for their final ballot.

At the same time, eight nominees for four places on the alumni council and six nominees for three places on the board of directors of the alumni fund will be voted on. These nominations have been made by the alumni council, acting through its committee on nominations, the chairman of which is Francis S. Dane of Lexington, Mass.

The large number of alumni receiving enough votes to place them on the eligible list of candidates for the board of overseers is evidence of the success of the alumni council's efforts to make voting more general. The 15 men from whom one will be chosen are Prof. Daniel E. Owen, of Philadelphia, Frederic W. Adams of Bangor, Walter V. Wentworth of Old Town, John C. Hull of Leominster, speaker of the Massachusetts House of Representatives; Judge Harry C. Fabyan of Boston, Hoyt A. Moore of New York, Charles A. Knight of Gardiner, Willard S. Bass of Wilton, Harry C. Knight of New Haven, Wallace H. White Jr. of Lewiston, Dr. Murray S. Danforth of Providence, Luther Dana of Westbrook, John W. Frost of New York, Fred L. Putnam of Houlton, Prof. Louis D. Weld of Chicago.

The candidates for the alumni council are Aldro A. French of Attleboro, Eugene L. Bodge of Portland, Walter M. Sanborn of Augusta, John W. Leydon of Philadelphia, George W. Howe of Lynn, Cedric R. Crowell of New York, George F. Eaton of Bangor, Lewis T. Brown of Lewiston.

The candidates for the board of directors of the alumni fund are George C. Webber of Auburn, Ralph M. Greenlaw of Providence, Donald E. MacCormick of Philadelphia, Prof. Melvin T. Copeland of Cambridge, Fred Lord of Augusta, William P. Ireland of Portland.

STREET RAILWAY DECLARED BEST CITY TRANSPORT UNIT

Vice-President of United Electric Railways Says Local Business Still Depends on It, Despite the Automobile and Motorbus

Electric railways of the United States carried more passengers in 1925 than they did in 1924, notwithstanding competition of automobiles and the public bus, which lends assurance that for mass transportation the organized street railway is still the most efficient agent, according to E. J. Dickson, vice-president of the United Electric Railways of Providence, R. I., who spoke today before the luncheon meeting of the Metropolitan Electrical League of Boston in the Chamber of Commerce Building.

"Business in cities and towns still depends upon the street railway," Mr. Dickson contended. "The automobile and bus have not yet been able to take its place, even in a small way."

"It is unthinkable that the 16,000,000,000 passengers carried by street railways in 1925 could have been taken care of by private automobiles or public busses. The Hudson Terminal in New York houses 20,000 persons. Picture the problem of getting them to their place of business by automobile by 9 in the morning! The electric railway does this without any trouble."

Summing up the electric railway business he said that there are 750 operating street railways in the United States, capitalized last September at $6,185,000,000 and operating 105,000 cars over 44,000 miles of track. One person out of every 100 in the United States is in the employ, either in whole or part, of an electric railway company, or has money invested in one.

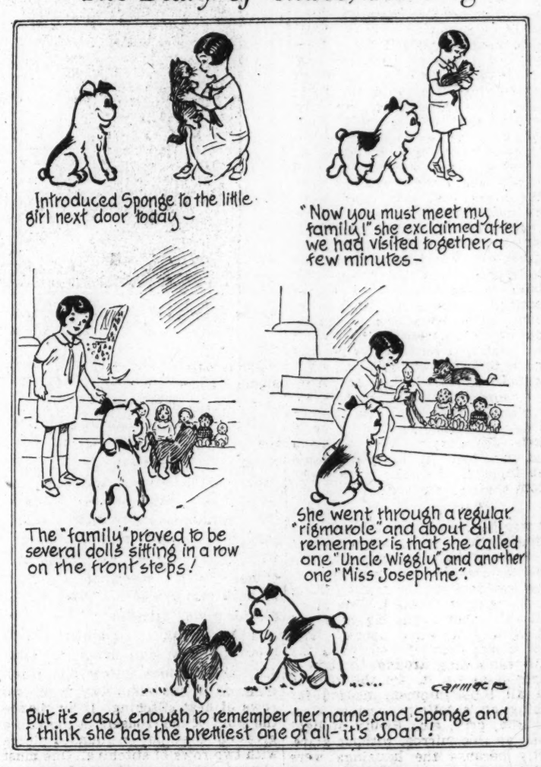
Mr. Dickson pointed out that there are 300,000 whole time employees, about that number of part time employees, making electrical supplies for the trolleys and that 1,350,000 individuals invested in this phase of the industry, $6,000,000,000 being in electric railway securities, $4,000,000,000 in plants making electric railway supplies, or $10,000,000,000 in all representing capital's interests in the activity.

Showing how the trolley is gaining business he said the street railways had carried 9,900,000,000 revenue passengers in 1913 while in 1925 they transported more than 16,000,000,000, or 300,000,000 more paying car riders in the year than in 1924.

In recalling the difficulties through which the electric street railways have passed in the years following the war, due largely to the increased cost of operation not compensated for by a corresponding increase in fares, Mr. Dickson stated that in the years 1918 to 1923, 141 companies were forced into the hands of receivers.

These companies operated approximately 8900 miles of track, with out standing stock (par value) $401,000,000. Later, as fares were increased to meet the increased costs, Mr. Dickson showed that 131 of these companies, operating over 6600 miles of track and with $310,000,000 stock, had emerged from the hands of receivers and were now operating on a sound basis, and that the industry during 1926 will expend approximately $300,000,000 in extensions and improvements to plant, of which approximately $23,000,000 will be expended in the purchase of motor busses, some 6500 now being operated by 300 street railway companies, over some 13,000 miles of route.

The Diary of Snubs, Our Dog



LOWTHORPE SCHOOL SPRING FETE MAY 22

Arrangements have been completed for the anual spring fête at Lowthorpe School of Landscape Architecture for Women at Groton on May 22, according to an announcement received today from Miss Isabella Pendleton, landscape architect, New York, president of the Lowthorpe Alumnæ Association.

The fête this year is the closing event of Lowthorpe Week, which opens with the first of the visiting days on May 17, when the garden of Henry S. Hunnewell at Wellesley, and "Rockweld," the estate of Mr. and Mrs. Philip B. Weld at Dedham, will be open to the public. A committee of Boston women, of which Mrs. F. L. W. Richardson and Mrs. J. Wells Farley are serving as joint chairmen, is in charge.

Mill Which Cast Cannon in 1812 to Be Abandoned

BRIDGEWATER, Mass., May 14 (AP)—The rolling mill of the Stanley Iron Works of this town, the only one of its kind in the world, will be abandoned within 30 days, and that section of the plant will be moved to New Britain, Conn. The mill was founded in 1784. The machine shop and foundry here will be retained.

Cannon for the war of 1812 and other wars were cast at this historic old plant, and years ago one of its chief sources of revenue was from casting blubber pots for whaling vessels.

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Household Arts, Crafts and Decoration

Giving a Small Room the Dignity of an Apartment

"SURELY you aren't thinking of trying to make a 'parlor, bedroom and dressing room' out of this little 'two-by-four'?" exclaimed a friend, when first the writer took her to see her newly found home on one of the side streets of New York City.

"Yes, indeed, I am," was the cheerful reply, "and when I'm ready to entertain I'll refer to it as my 'apartment.' That's how complete it's going to be. Why, it's just a matter of color and line, as it is with clothes."

The friend was skeptical, at the same time expressing pleasure over the fact that at least the writer's attempt was aided and abetted by the architect—he had provided a south window, the room's most interesting feature, which was recessed a depth of 25 inches and furnished with a window-seat 14 inches wide, thus making the room 11 whole inches longer at this point, and giving an effect of even greater extension.

The closets, two in number, were in the wall on either side of the window. Here is where this amateur decorator considers that she scored the first point in her scheme; instead of having the woodwork and walls painted in contrasting colors, she had the men paint right on over the doors onto the walls, with the same paint. Even 1½ inches of woodwork of a different color would have projected into the room and made it seem smaller.

She chose to get her contrasts in other ways, realizing that she must have them, as she could not wander from room to room, as one can in a house, for the sake of variety and change. The cream walls and woodwork served as a soft, neutral background for the colors, which were introduced consistently, with an eye to harmony as well as contrast.

A Piece of Denim the Tonic Note

The color scheme was determined more by accident than by selection. The writer possessed a few yards of fancy striped denim, the wrong side of which was very soft in tone. Its lighter stripe was formed of a cross-tracery of blue over old gold, broken by two fine horizontal lines of the same blue, the other stripe being plain dark blue. She mixed paint in shades of greenish-blue to tone with the denim, and with this color painted a desk and a chair. Her technique was unusual and deserves description.

First, she applied three coats of old-gold paint at intervals of one week, to make sure of its being dry and hard, thus getting a rich golden foundation for blue paint the shade of the blue crisscrosses in the denim. (This paint contained a little more green than the fabric showed). The fourth coat, the light blue paint, that is, was rubbed with a soft cloth, just before it began to harden. The effect was pleasing, but a little too light to seem finished. Four days later the darker paint was applied, a deep live blue, and rubbed just as the light blue paint had been. Long, firm strokes, it was found, produced the best results and many cloths were needed, because they soon became full of paint. A small quantity of wood alcohol, applied a few days before the painting was begun, had cut the varnish sufficiently to give a rough surface, so that no varnish remover was necessary.

Chest and Mirror Extend the Vision

An old oak dresser was bought for a few dollars; it had a large oval mirror, which was removed from its supports, after which both pieces were painted to match the chair and desk. (The writer always saves samples of paints, in case she should want more like them later.)

The old gilded metal handles were removed from the dresser drawers, and wooden knobs substituted for them, while the holes left by the pulls were filled with putty. This, of course, was dried before the painting was started, as putty has to harden a day or two.

The mirror was suspended directly from the molding by tasseled cords of dark blue silk. These cords were reinforced with picture wire by slipping the wire in between the strands and pulling it tightly, top to bottom. The molding was examined to see if it was well nailed, for the mirror was heavy.

Though these two pieces are now but little farther apart than when they stood as one, they look much better. The transformation of the dresser into a dignified chest of drawers was further made easy by its being extra long and low, with a beautifully rounded front. These pieces were against the wall opposite the window, so as to get an effect of greater length as well as the interest which the reflection gave.

Forms Balanced, Lights Soft

Against the wall to the left of the chest was placed the couch, which was composed of a mattress and a box spring to which the writer had short wooden posts attached, lifting it just 16 inches from the floor. At first glance it would seem that a narrow box couch might have been better than this one, which was single bed size, but it will be found that an air of spaciousness accompanies the breadth of a low divan.

Two widths of corduroy were sewed together for the couch cover and the ends hemmed by hand. The stripe effect tended to give length, and the corners hung gracefully onto the floor. The color was a sort of heliotrope-blue, and made a good background for cushions of magenta, apple-green and purple.

For height, and to balance the low pieces, only two things were bought—a big black-enameled wicker chair, wing-backed, and a slender iron floor lamp. Height was suggested also by the old French sanctuary lamp which hung suspended from its chains from an elephant's head and trunk of brass, fastened to the side wall, above one of the electric fixtures. To the other fixture was attached an East Indian brass lantern. Both of these had been found in a brass shop on the lower east side. The decorator lined them both with yellow silk, and had her bulbs dipped in amber, thus getting the softest light imaginable. The fourth light was made from a quaintly shaped tin canister, which was wired before it received its coats of Chinese vermillion. It was given a boat-shaped shade of jade-green panne velvet drawn tightly over the frame and bound with green-and-gilt galloon.

Against the wall facing the couch, and between the two light fixtures, was placed a nest of black lacquer tables, on which reposed a fruit basket. They were easy to move about and took up no more room when together than the little rush-bottom chair by their side.

Placing a Desk

It was because of the necessity for having all these other things against the walls that the decision was made to break the monotony and place the desk at an angle jutting into the window facing the big black chair. The door of the bigger closet just cleared it, when opened. The other closet door opened when the chair was swung around, to show a mirror hung on it. On the shelves was all the equipment needed for making one's toilette, besides electric iron, grill, etc. Plenty of light shone on this mirror, without glare, partly because the hangings were made of light-weight satteen the color of sheer sunlight and because they were on rings and could be drawn together. Four and two-thirds yards were required and it cost 50 cents a yard. The upper and lower sash curtains were of fine French net, remnants, not expensive.

The rugs, little remnants of velvet carpet with their ends bound, were taupe, very nearly the shade of the wood-brown floor. The writer thought it best not to break up this small floor area with color.

The room has acquired a real feeling of space; it is comfortable and restful, this little "two-by-four," and the writer enjoys the effects she has achieved in its decoration.

Repairing Without Defacing Boys' Trousers

It has been the writer's experience in bringing up three sons, that there is a very definite way to reduce the expense of keeping the boys in nice suits. In the first place, it more than pays in the end to buy all-wool suits of good quality, and always to select those with two pairs of trousers. When one pair has worn out these can be used to mend the knees, or inside of the leg, or seat of the other pair, and for the elbows of the coat. This mending may be done in such a manner that boys do not feel that the pieces set on are patches in any sense of the word. The reinforcements on men's army trousers taught the writer her method. Moreover some boys' trousers may be purchased new with the double seat. This fact goes far to make the mother's reseating accomplishment satisfactory to the wearer.

In making a new seat, rip the center back seat of the garment and cut the pattern for one side large enough amply to cover the worn places. When this is the correct circular shape place it on a double thickness of goods and cut both sides the same. Baste a narrow hem around the separate pieces and then baste the pieces on the seat and stitch first around the very edge of the reinforcement, then stitch around again the width of the wider part of the presserfoot of the machine. Finally stitch up the back seam, bringing the two sides of the reinforcement together.

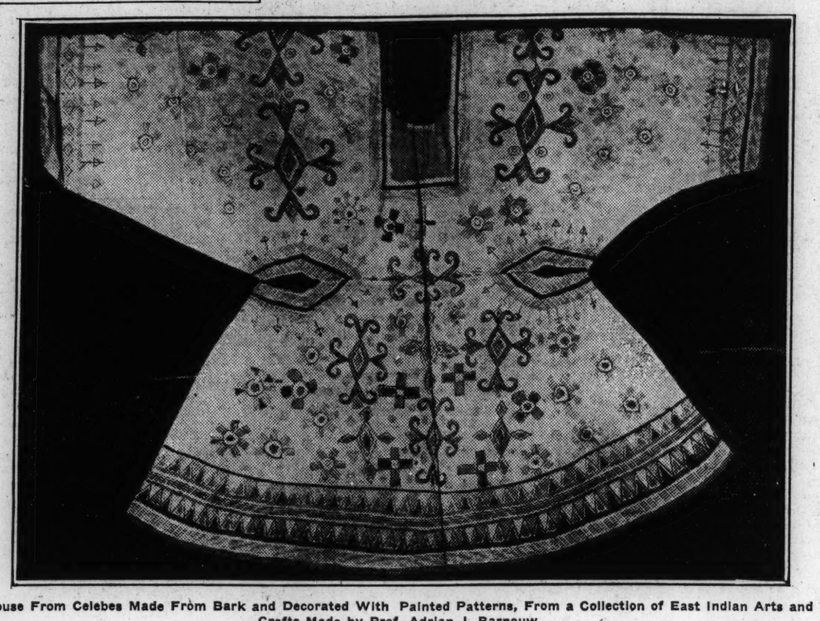
If the inside of the trousers, where they rub near the knees, is worn out, take two oval pieces and stitch them on in the same way, with two rows of neat stitching. If by chance the front of the trousers at the knees gives out first, put on rounded pieces with two rows of stitching. One must always put on two identical patches, one on each leg, even if there is a hole only in one leg, thereby giving the effect of intentional and desired reinforcements, not a makeshift patch.

Constant leaning on the school desks causes boys' coats to wear out at the elbows but fortunately the hole always comes on the under arm piece of the sleeve. This may be remedied by ripping out the under arm piece and using it as a pattern for other pieces to replace the worn out ones. One of the discarded pairs of trousers may do service until there isn't a scrap left!

It is possible for a boy's suit to have almost as many lives as the proverbial cat!

Blouses of Bark and Cloths of Gold

WOMEN'S blouses made of the bark of a tree are among the interesting specimens of East Indian arts and crafts collected by Prof. Adrian J. Barnouw during a recent sojourn in the Near East and exhibited last winter at the Avery Galleries, Columbia University, New York. Painted designs in many different colors, including red, black, pink, yellow and blue decorate these soft fiber blouses, and the groundwork is a mellow tan, apparently the natural color of the bark. The designs are primitive in character and are arranged in borders at the bottom of the blouse and the lower edge of the sleeves. A square of color outlines the neck and there are medallion-like figures at either side of the waist under the arms. The bark is pliable and very durable.



Blouse From Celebes Made From Bark and Decorated With Painted Patterns, From a Collection of East Indian Arts and Crafts Made by Prof. Adrian J. Barnouw.

Table covers and wall panels made of banana fiber are similar to the blouses in texture, but more refined and sophisticated in their decoration. These have a soft yellow background and conventional designs in deeper yellow or in bright dark blue.

Women Weave Splendid Textiles

Beautiful hand-woven cloths have designs in heavy gold thread so close and fine as to appear like rich embroidery, and along with these exquisite products of the loom are crude devices for harvesting the rice, a primitive process which has never felt the touch of modern agricultural efficiency. Indian women, Professor Barnouw points out, are still content to sit at rude handlooms patiently weaving the splendid textiles that once built cities and trade routes in the days when merchant princes drove caravans out of the East and spread forth the color and charm of Indian products to tempt the wealth of the civilized world.

Persian influence is seen in many of these modern cloths, especially in the long slendangs, or shawls, from Sumatra and in some of the batik work of the Javanese. Elaborate gold patterns cover the ends of the long hand-woven scarfs, and the centers are usually a plain dark color decorated with a simple scattered motif. A cloth with dull purple ground is bordered with a heavy gold pattern like rich old tapestry. Hard-finished cottons from central Sumatra are striped in bold patterns of black and white on dull red.

The batik work of Java shows typical Oriental motifs and is sometimes much like the old hand-printed cottons made in India two and three centuries ago and still unexcelled in the vigor and originality of colors and designs. A batik wall panel from Java presents figures from the Wayang, the famous Hindoo shadow play in which legends are recited by a performer who at the same time manipulates the grotesque figures which present the stories in pantomime. The plays last all night long. The puppet figures are cut out of buffalo hide and are painted in bright colors. In the audience, the men sit near the stage, where they can watch the colored figures, but the women and children sit back and can see only the shadows thrown on a sheet arranged for a screen. The textiles bearing Wayang figures are made for export only. The Javanese would not use or wear anything containing these motifs, since the shadow plays have serious religious significance.

Batik designs in striking, irregular stripes are used on the long slendangs worn by both men and women in the fashion of draped skirts. Square head cloths in dull browns, reds or blues are decorated with all-over designs in lighter shades of the same colors. These are tied close about the head like a cap. Square and oblong bags are woven in simple conventional designs.

For Serimpi and Bedaya Dancers

The most brilliant costumes are arranged for the Serimpi and Bedaya dancers who appear in regular drama dances in the palaces of the native princes. These dancers are chosen for their grace and beauty and are carefully trained in the elaborate formula of the Indian dance. Every lifted finger has its particular significance in the complicated language of the gesture ritual. The dancers wear blouses of plain material, draped skirts of figured stuffs and long floating scarfs in rich and exquisite blues, reds, yellows, purples and greens.

It would be impossible to estimate the extensive influence of Indian color, weaving and design in the history of textile art. It gave brilliance and vitality to French silks and English chintzes and it is furnishing suggestions for much modern design. The blend of richly exotic forces from various parts of the Orient gave singular grace and opulence to this expression of people with an ancient love for fabrics and a patient, primitive lore in the matter of weaves and dyes.

Mock Chicken, Made From Tuna Fish

Take 1 small can of tuna fish and 1 large or 2 small green peppers. Flake the tuna fish and chop up the peppers after removing the seeds. Make a white sauce from 1 pint of milk, butter the size of an egg, 2 tablespoonfuls of flour, and salt and pepper. Add the tuna fish and peppers to the sauce, boil for a few minutes; then put in buttered dish and bake in the oven for 15 minutes. When served it tastes very like chicken, and may be used in place of creamed chicken on toast, or may be served with vegetables.

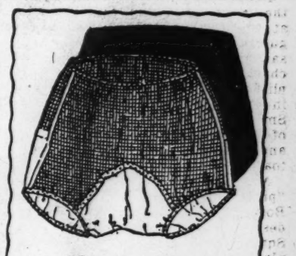
Making a Game of Sewing

IN THESE days of simple lines for dresses, and comparatively inexpensive dress materials, home dressmaking should be an even more popular occupation than it is. A good many people consider it a drudgery, thereby making it harder for themselves before they start. After all, dressmaking is done at home either because it saves money or because one can thus devise the exact kind of frock that one wants. Why not make a game of it instead of a tiresome task?

Patterns are all important. It seems almost foolish to say that the simpler the pattern the better, but a good many people buy patterns that should be attempted only by experienced dressmakers. Most pattern books have a page or two devoted to "styles for inexperienced sewers"—and they are just as good-looking as the others that call for more skill. A pattern book should be bought well before the new frock is to be chosen, so that the clerk at the pattern counter will know how to be helpful. Those who are not expert, should use the same make of pattern all the time. The measurements in various makes vary slightly, and the dressmaking-guides vary considerably. If one is dependent on certain information on how to put a frock together, a new type of pattern may prove puzzling. The same information may accompany it, but it will be expressed quite differently. A pattern that has an illustrated guide, plus a certain amount of information on finishing, is better than more information on finishing minus illustration.

Get the exact amount of material required for the pattern chosen, then lay the cloth out as directed. If the material is not cut straight, one may fine oneself a few inches short. Therefore insist either on having it torn straight when bought, or allowance made for the crooked edge. Mark all the notches with thread instead of cutting them, and put in all the guides to seams, shirring, tucks, plaits, etc., that the pattern contains. This can be done with any amount of entertainment going on, though a quiet room is essential to cutting out. Several children's dresses can be cut out during the day and marked at night. Some people never enjoy a dress until it is finished, while others can make a game of it from the minute it is cut out. One will be surprised how fast the evenings go with a new dress on hand.

A girl known to the writer who gets through a great deal of sewing, takes the making of a dress as a small affair. After cutting, there is only the marking and the sewing, after the marking, only the side seams and the sleeves, and the side plaits, then the collar, then putting in the sleeves—and finally the snaps and the buttons. The dresses she makes reflect her personality, while other more experienced sewers produce frocks that look tired because their creators have been bored from the moment they were begun. The woman whom sewing bores should save on some other item and buy her clothes. Bored-made dresses will never be any good. Anyone with a little spunk and common sense, and a sewing machine, can make good clothes, and with a little enthusiasm and good taste, can create excellent ones.



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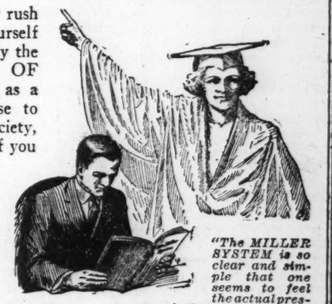


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—in'kwirry for *inqui'ry*, ad'dress for *address'*, cu-pon for *cou'pon*, press'idence for *prece'dence*, conver'sant for *con'versant*, epitome for *epit'o-me*, ac'climated for *accli'mated*, program for *program*, hydth for *height*, ali'as for *a'lias*, oleomargerine for *oleomargarine*, grimmy for *gri'my*, compar'able for *com'parable?*

Do You Say—
—between you and I; a raise in salary; a long ways off; a setting hen; let's you and I go somewheres; those kind of men; that coat sets good; he don't know as he can; a mutual friend; the bread raises; providing I go; one less thing; where will I meet you; he referred back to; we are having friends for dinner?

Can You Pronounce Foreign Words Like—
—Masseuse, 'cello, bourgeois, lingerie, décolleté, faux pas, hors d'œuvre, maraschino, Fascisti, Bolsheviki, Reichstag, Ypres, Il Trovatore, Thais, Paderewski, Ysaye, Nazimova, Galli-Curci, Goethe?

Do You Know When To Use—
—sits or sets, laying or lying, farther or further, drank or drunk, who or whom, I or me, lunch or luncheon, affect or effect, council, counsel or consul, practical or practicable, admittance or admission, shall or will?

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Favorite Florida Recipes

AVOCADO PEARS, grapefruit, and oranges, of course, and bananas and pineapples are among the principal fruits grown and used in Florida. Crawfish, shrimp, stone-crab, pompano, red snapper, and yellow tail supply the fish courses. Soups contrived from green turtle, and bisque of crawfish are especially savory. Desserts are concocted from avocado pears, and cocoanut ice cream is made from the fresh nuts, pastries are made from the mammy-guava, mangoes, and Cuban candies, and as a standard dish there is always the finest turtle steak, fresh out of the water, which has been for centuries a favorite dish of epicures the world over. As Boston has become associated in a sense with baked beans and brown bread, Rhode Island with clambakes, shore dinners, chowders, and Johnny cakes, and Virginia with fried chicken, so Florida is becoming associated with certain food that is not served anywhere else. Following are some typical Florida recipes:

Guava, Onion and Orange Salad

This is a very refreshing and unusual combination. Take out the orange pulp as one would to eat it, with a spoon, keeping the sections as whole as possible. Allow to each orange about 2 slices of mild Spanish onion, and as much guava pulp, clear, as there is orange. One may use avocado pears chopped, instead of guava, or mangoes instead of either, but unless one uses the onion and orange one won't believe how well they go together. Use plenty of lively French dressing and serve on something green.

Special French Dressing

To make a special French dressing, use 3 teaspoonfuls of salt, 1½ teaspoonfuls each of dry mustard and paprika, 6 tablespoonfuls of vinegar, and 18 tablespoonfuls of olive oil. Place in a quart bottle, add ½ teaspoonful of sugar, and 3 cloves of garlic peeled and cut in halves. Let it stand to ripen, as it will keep a long time. Do not serve the garlic when using the dressing.

Guava Relish for Fish and Game

Peel, seed, and cut some tart guavas that are scarcely ripe, to make 5 rounding measuring cupfuls of the pulp. Add 1½ cupfuls of seeded raisins not chopped, 1 large onion minced fine, and 4 or 5 cloves of garlic, peeled and chopped. Mix 1 cupful of brown sugar with 2 tablespoonfuls of dry mustard, 3 tablespoonfuls of ground ginger, 3 tablespoonfuls of salt, ¼ teaspoonful of cayenne, and add this to the first ingredients. Moisten with a little vinegar, 2 tablespoonfuls of ground cinnamon, add it to 1 quart of vinegar, boil up once, and pour over the mixture. Let it stand overnight. Next day heat, taking care that it does not burn, and cook slowly, stirring very often, until it is rich-colored. Some fine bits of preserved ginger may be added and a little of the ginger syrup. Store in jars or bottles. This is a condiment to be eaten with meats, fish, or game, and added to salad dressings.

Pepper Hash Mangoes

This pepper hash is delicious without any addition, but may be used for stuffing the regulation mango pickle. Take 4 cupfuls of finely chopped cabbage, 3 cupfuls of chopped onion, and 4 cupfuls of chopped mild green peppers, in which half the seeds have been left. Cover this mixture with a sprinkling of salt, using 1-3 cupful, and let it stand overnight. In the morning drain off all liquid, pressing as dry as possible. Now add 1½ cupfuls of brown sugar, ½ cupful of mustard seed, and 1 cupful of strong vinegar. Mix long and thoroughly with a wooden spoon, then pack into jars, making ¾ or more full. Pour in vinegar to fill. Seal. When using as a stuffing, take whole sweet pickled peppers and stuff them with the mixture which has been pressed dry from the pickle.

Fried Sardines

Buy rather large sardines, then by opening carefully one can get them out whole. Put them in a colander and quickly pour over them boiling water to drain away the excess oil. Let drain while a batter is made of 1¼ cupfuls of flour, ¼ teaspoonful of salt, and 2 teaspoonfuls of baking powder. Mix an egg with ⅔ cupful of milk and mix slowly so as to keep it very smooth. Dip each sardine in the batter, fry in deep fat if it is at hand, or in plenty of fat in the frying pan if not, and serve with mayonnaise in which has been mixed tomato catsup to give it a good color and taste.

Sweet Potatoes With Marshmallows and Nuts

Mash some cold boiled or baked sweet potatoes, removing all stringy fibers. Butter a casserole and fill with alternate layers of sweet potato dotted with butter and chopped marshmallows mixed with broken nut-meats. Have a marshmallow and nut layer on the top of the dish. Place in the oven and brown. The sugar of sweet potato and marshmallow is usually sufficient. Should additional sugar be desired, it can be added to the mashed potato.

Celery, Pecan, and Potato Loaf

Cook 2 cupfuls of celery cut in ½-inch pieces in boiling salted water for about ½ hour or until tender, then drain. Add ½ cupful of chopped pecans, 2 cupfuls of hot mashed potato, 1 teaspoonful of grated onion, 2 tablespoonfuls of butter, 1 egg slightly beaten, 1 teaspoonful of salt, and ½ teaspoonful of paprika. Mix well, pack in a deep greased pan, and bake in a moderate oven for about ½ hour. Turn out onto a platter and serve with Creole sauce or tomato sauce.

Poinsettia Cake

Make a white cake as follows, baking it in a pan measuring about 9 by 5¾ inches, bottom measure: Cream ¾ of a cupful of butter, and gradually add 1 cupful of sifted sugar, then alternately ½ cupful of milk and 1½ cupful of pastry flour, which has been mixed with 1½ teaspoonfuls of baking powder. Flavor with 1 teaspoonful of vanilla and fold in the stiffly-beaten whites of 2 eggs. When well-mixed, pour into a buttered pan lined with buttered parchment paper, and bake in a moderate oven for about 40 minutes. When the cake is cold, ice it with a fruit icing, and over that spread a thin layer of plain icing. Crease with a clean wet string, dividing the width of the cake into thirds and the length of the cake into fourths, which will give 12 squares when cut. In the center of each square place a tiny mound of chopped pistachio nuts, and radiating from each group of nuts place 5 small petal sections cut from glacé cherries, arranging some with cut-side-up, some with outside-up, and some with the petals curved, all to give an irregular effect.

Mulberry Marmalade

Select clean berries, mostly dead ripe, with a few among them half turned. Weigh them after looking them over, and carefully freeing them from stalks, and take 1 pound of sugar for every pound of fruit. In a large flat graniteware, enameled pan but a layer of the berries and sprinkle the sugar over them. Then if one is making a fairly large quantity, repeat this layer once. Heat very slowly over a slow fire and continue to cook steadily until the sirup is thick. Now stir well and increase the heat, watching that it does not scorch, boiling up quickly until a little, on a cold saucer, thickens. Remove the scum, put into jelly glasses, paraffin when cold, and seal.

Cocoanut Jam

This calls for the meat of 2 large cocoanuts in the milk stage. Shell them and grate the meat, and put it with its own liquid and ½ cupful of water, in a saucepan large enough to let it all stay pretty thinly spread, and simmer until the cocoanut meat is tender. Boil 1 large cupful of white sugar with 1 cupful of water and a little more than 2-3 of a level teapsoonful of salt, until a good heavy sirup results. Add this to the cocoanut and simmer the whole for an hour, being very careful, for it burns very quickly. Seal like any jam.

Crocus Cloth for Scratches

To obliterate deep scratches on furniture, crocus cloth will be found a better agent than emery paper, for it is finer and will rub down a surface without leaving a sign to show that it has been used. It is extensively employed by jewelers in polishing processes.

Fill the scratch with several coats of shellac, allowing each to dry before applying another coat. When the last coat has dried, rub it with the crocus cloth and a little olive oil, just enough to rub down the ridges where the new and old coats join. After no signs remain, rub the whole surface with a furniture polish and the piece will be restored to its original appearance.

A good polish is made by mixing equal quantities of olive oil and turpentine and adding a little vinegar or wood alcohol. If the latter is used, it should be sparingly, for too much of it will remove varnish. Wipe off the furniture with a damp cloth to cleanse it of grease, and when dry apply the polish with a rag, and finally polish it with a piece of cheese cloth.

This treatment is just as efficacious in restoring its original good looks to a scratched automobile body.

Efficiency Turns Household Drudgery into Joy

NO LONGER need the young woman hesitate, because of inexperience, to take up the duties of homemaking, nor need these daily tasks be regarded as rigorous and confining drudgery. For today any woman, almost anywhere, may learn at small cost how to cook, and to make a home by the latest approved methods, and at the same time be introduced to up-to-date labor-saving devices whereby the work of the home is lightened. The plaint that "woman's work is never done" has been changed to a song of joyful service and freedom from toil.

This desirable transformation has been made possible largely by the provision by educational institutions throughout the country for courses in domestic science where women may learn to perform their home duties in the manner best calculated to promote the well-being and happiness of the home and family.

At Simmons College

Miss Alice Frances Blood, Ph.D., professor of dietetics and director of the school of household economics at Simmons College, Boston, when asked about the domestic science course, stated:

"The object of our course is to offer an all-round, sensible and wholly practical course in supplying the family table seven days in the week. We have a class every Saturday morning during the winter term where extension teaching in domestic science is offered to any woman who wishes to come. No entrance examination whatever is required, but it is obligatory that the student enter at the beginning of the term, which lasts only 10 weeks. Unless the student takes the work from the first lesson she receives only partial benefit from the work, and besides does not secure full value for the tuition. The fee is only a nominal charge. We also have a summer course which lasts six weeks, so the instruction is available for nearly 12 months of the year."

Every domestic science department, under the heading of food cookery, teaches the preparation of foods and the methods of cooking them.

Meat Economies

The economic values of foods also are taught. Meat, the prices of which have perhaps never been higher, affords a good example of possible thrift. The best cuts are prohibitively high for many families, yet if care is taken, the cheaper cuts may be prepared and made into as savory and palatable dishes as the cuts that cost more. Everyone knows the name, "a leg of lamb," but in a domestic science course the young homemaker may learn that the back half of the fore-quarter of lamb makes a good-sized unit for the small family and that it is cheaper than the leg, and she may learn how to cook it so as to make a delicious and hearty dish for the substantial meal of the day.

Also, the new homemaker can learn in these courses how to select and buy all kinds of meat, fowl and fish, and a little practice in using the knowledge so acquired soon places a substantial sum to the credit of the right side of the budget ledger.

Miss Blood continued, "We want to be sure that the student is acquiring here the information which will enable her to produce food which the family will relish, and especially the children. Children may not enjoy the fare of adults, but adults can often take pleasure in food provided for children; and in fact, that is the way meals are planned in many homes where thought is given the question.

"Just now we are paying much attention to the uses of milk in cooking. Vegetables and fruit are perhaps next in importance, especially as related to the budget."

Vegetables form an essential part of the daily meals, and during a portion of the year many of them can be had in the eastern and northern states only as they are shipped from the warmer zones. Their prices are prohibitively high for some housewives, who, therefore, buy canned goods for economy's sake.

The specialized instruction teaches how the contents of these cans may be transformed into appetizing and well-flavored dishes, which make a marked difference in the sufficiency of the meal, besides stretching the budget over a wider area of necessaries in marketing.

Miss Blood mentioned four young women who are employed who live together in an apartment and who, she said, "send one of their number from her work on Saturday mornings to our domestic science course, and she proves she learns by acting as housekeeper in their apartment." Although girls who are married have every opportunity to practice and experiment at home, such diversion as study at a near-by class may add zest to their home duties and the ease in doing them which makes for happiness.

Other Home Industries

Domestic science, however, includes many things essential to the family besides cooking. The instruction given in interior decoration should enable the student to produce a tasteful home.

Dressmaking, too, is taught, and includes instruction in the selection of styles and materials. It shows the use of paper patterns, indispensable in home dressmaking, and the utilization of old materials in remodeling garments. Costume designing is included.

Millinery is another part of the course, where the making of the hat in toto is taught. Here the woman with a flair for smart headgear can acquire technical knowledge of its construction and skill of workmanship, enabling her to design and execute her hats at a lower cost than she can buy them.

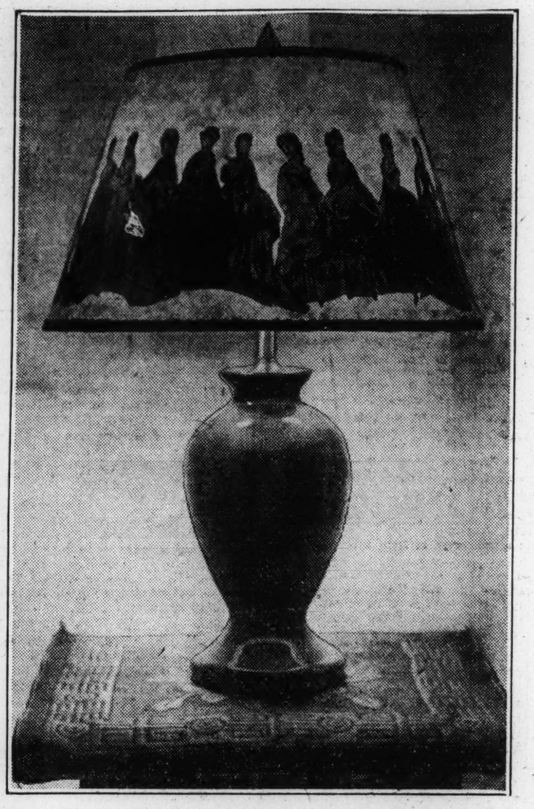
The rural woman has been provided for in the home demonstration agents who operate in nearly every state in the Union under the supervision of the Federal Department of Agriculture. The duties of these agents are "to assist the rural housewife to apply common business principles to her daily tasks for the purpose of making the farm home as efficient as the farm, thereby producing a more satisfactory and permanent type of rural life."

These agents all have had special training, especially designed to meet the needs of the farm home. Each agent is stationed at the agricultural headquarters in a county. She is provided with an automobile, and makes her own itinerary according to the calls received from the farmers' wives in the county who desire her aid. These agents have reported that a traveler going from Maine to California passes many farm homes in which the housekeeping and methods remain much the same as 50 years ago. Nevertheless, the women are eager to learn the new. Their greatest interest centers on labor-saving equipment and better arranged kitchens. The agent teaches home management, the production and preservation of food, making and remodeling clothing, and the general improving of home surroundings. She introduces the budget into farm homes, and teaches its use.

In meal planning, the agents have particular care for the needs of the children, and have been the pioneers in introducing the hot lunch into rural schools to supplement the cold lunches brought from home.

Farewell Drudgery

Literally, today every woman may know how to make a home, and how to buy and cook the proper food for her family, without drudgery. Whether she lives in the metropolis, or in a small town, or on an isolated farm, she is near the encouraging aid of the domestic science instructor. Educational institutions and the Government have recognized the need, and have generously supplied the means whereby women who are responsible for the home's well-being and permanency may obtain the assistance they need to support them in their self-appointed tasks.



Again the Charming Females From Godey's Lady's Book Step Into the Light.

"Something Old, Something New"

"AS OLD as the stars and as new as the dawn," figuratively speaking, perhaps best describes the present-day usage, on parchment lamp shades, of the lovely old fashion plates from Godey's Lady's Book. Godey's Lady's Book, as many will recall, was the "monthly magazine of Belles-Lettres and the Arts" so in vogue during a former generation, and the attic of almost every home of today can produce at least one volume, or perhaps two, of the old magazines.

A young Chicago artist, Louise Boyd Maeyama, has adapted these plates to a parchment lamp shade and produced a charming and novel effect. The "dolls" are carefully cut from the pages and pasted down to the parchment, so as completely to encircle the shade, where they hold eager converse together. Next, the entire shade is given a coating of the white shellac used in making shades of this material. A binding of gold braid finishes off both the upper and lower edge.

For the base Miss Maeyama has used in the case of her own lamp an old-blue luster bowl and to top off the ensemble a stone ornament of marine-blue.

To Clean Aluminum

A good way to clean aluminum vessels in which has been cooked oatmeal, rice or any food hard to remove, is to use a small corncob. The cob should be thoroughly matured and not very large. It will be found just rough enough to catch and take off the particles of food but will not scratch the aluminum as many cleaning preparations do.

Chop Suey, American Fashion

For those who like the Chinese dish, this modified version is a welcome change from the more familiar rice dishes. The recipe makes a generous serving for six people.

Ruu 1 pound of lean veal and ½ pound of lean pork through the coarsest knife of the meat grinder, and brown in 1-3 cupful of butter. Cover with 2 cupfuls of water or stock. Let simmer ½ hour or until the meat is tender. Add 1 green pepper, 3 slices of Spanish onion, 1 stalk of celery, 1 carrot; also 1 can of mushrooms, if desired. Stew awhile. Add 3 sliced tomatoes and 1 cupful of thick sour cream. Cook slowly for 1½ hours. When done, thicken with flower and water and serve with salted boiled rice.

Curry of Scallops

Brown an onion in some butter. Mix in some cold water a spoonful of curry powder and a spoonful of flour. Put this into the butter and onion. Add enough water to make a good sauce. Into this put the scallops. Cut into pieces, and let everything cook together.

The fish should be washed in 8 or 10 waters to get them completely free from sand.

Serve with boiled rice.

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8 tablespoons Mazola	½ teaspoon Salt
3 tablespoons Lemon Juice or Vinegar	1 teaspoon Sugar
	½ teaspoon Paprika

Mix dry ingredients. Add Mazola and lemon juice or vinegar and beat until creamy. This dressing may be made in larger quantities and kept in a bottle and shaken as used.

This is the regulation recipe for French Dressing, but the proportions of oil and acid may be reversed to make it a little more tart for those desiring a sharper dressing. A little Chili Sauce or Catsup also gives added piquancy.

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Household Arts, Crafts and Decoration

Making Garden Pictures by Frames of Hedges

THE suburban plot needs hedges. It needs hedges along its front, along its sides, across its back. Look at a hedgeless front lawn. It is just a little grass space in possession of the street, a little patch of green surrounded by endless lines of sidewalk and street pavement. Put a hedge around it and the pavements are hidden from view from the windows. The inclosure can take its place as a dooryard garden. The house, too, feels itself in a sheltered embrace. Those who wonder that all the shrubs that they have put against the house walls have not relieved the bare look of their houses need but to put the right kind of hedge around the front lawn, for it will give the house a homey look. Then the planting against the house wall can be limited to a few well-chosen and well-placed shrubs and vines that will act as ornaments as gracious in their way as the trim and cornices, the shutters and door panels of the house itself.

Miniature Pictures

There is sometimes a little space on the side of the house. Without a hedge it is sacrificed to the street. With a hedge it can be turned into a garden. It must be a miniature garden, to be sure, for even wide suburban lots do not allow even as much as 20 feet between the house and the side property line. But it is well worth while to develop this little spot into a garden. It cannot hold many flowers, but it can be made into an exquisite little picture with a bit of grass or pavement in the middle which can be surrounded by flowering edges and accenting shrubs and small trees, all intimate and lovely so that it is delightful to look out upon it from the living-room windows or from the sun porch.

Look at the back yard. Without a hedge, the back yard is lost in the conglomerate mass of back yards that fill the inside of the block. A hedge with its accompanying trees and shrubs is absolutely necessary as a background for flower borders and as an inclosure for a simple lawn. In fact, it is the inclosure that is the very making of a lawn.

It is, then, the hedge all around the property that makes the frame for its possible garden pictures.

Types of Hedges

But, one may ask, what kinds of hedges are there to use? The writer thinks immediately of her barberry hedge. In spring it shyly puts forth pale greenish-yellow flowerets in pendant clusters; in summer it is a fine green; in autumn its berries begin to color amid its red-toned foliage; and all winter long, yes, even until next spring's growth fairly pushes them off, there are a host of red berries on interlacing dark brown stems. They gleam against the snow and brighten the winter days with cheery warm color. The clipping shears have never touched this hedge and barberry is happiest so, for it becomes a lovely mass of tangled twigs.

There are other kinds. One from New England always thinks of lilac hedges. Anyone who has seen Cambridge, for instance, in springtime knows the glory of lilac hedges with their satisfying green, with their stately flower spires, with their old-time fragrance. In New England, one finds buckthorn hedges here and there, for it is one of the older hedge materials, and takes kindly to clipping.

It is surprising that the bush dogwoods, or cornels as they are sometimes called, are not used more for hedging. The paniced dogwood grows in orderly masses upon the roadside and makes hot August days seem cool with its hosts of white berries. It has delightful wine-red foliage in the autumn. Some of the viburnums, which are native cousins of the gardenesque snowball, make beautiful free-growing hedges. Never clip these. Let them grow naturally, for their characteristic habits, as well as their autumn coloring, their fruiting, their winter structure make the beauty of such hedges. And American suburbs have need of their more gracious unclipped habits.

There are, too, dainty hedges of wild roses that seem quite gardenesque; sturdy hedges of hazel that have long been associated with old-fashioned gardens with fruit trees and berry bushes; rugged hedges of bayberry that is particularly happy at the seaside. Then there are tall slender hedges to be made of English maple, and fascinatingly rugged hedges of native thorns, and wondrous hedges of evergreen arborvitæ and cedar. These four are tall hedges, but none could be nicer where high walls of greenery are needed.

Unclipped Privet

It may be thought that the writer has forgotten privet, but she has left it to the last purposely for she chooses it only when she has had to discard, for one reason or another, every other hedge material on the market. And why, it will be asked. First because it is so common, but chiefly because its hard clipped walls of green are associated in her mind with houses that have no style, no picturesqueness, no charm. However, it is not necessary to clip privet. It is really a delightful bush when it is left to develop its own character. It has, too, a wealth of greenish-white flowers at mid-summer that are very sweet-smelling—even too sweet-smelling to please all people. It has the most delightful shiny black berries that last all winter long. The writer made its acquaintance one snowy day long ago but it was several years before she associated the fine loose-branched shrub with its host of berries with the low clipped hedges that made such unsatisfactory boundaries in her neighborhood. What a pity not to allow these shrubs to develop their own individualities! There are several varieties well worth knowing, especially the horizontally spreading Regel's privet well adapted for low hedging, and the Amor privet which grows to great size.

Adding to Home Comfort

THREE of the little conveniences which every housewife appreciates are illustrated — a reinforced box for shoes, an ornamental holder for a dust cloth that can be hidden under a tied-back curtain or a drapery, and a wooden door wedge. Any of these adds to the ease with which neatness may be maintained.

A Hinged Shoe Box

The cretonne-covered shoe box was just an ordinary pasteboard container in which shoes are delivered. It was covered inside and out with cretonne and plain sateen, glued on. Then it was made particularly convenient by having one end hinged and the lid hinged to turn back. When a number of these boxes are piled on a shelf or the floor of a closet the hinged lid may be lifted slightly and the hinged end of the box pulled down so that the appropriate shoes can be selected without taking out of the closet and opening every shoe box.

The hinged end and the hinged lid of the box are very easy of achievement. Before the covering is applied to the box, the corners of the box are cut down, leaving the end attached to the bottom. Then a piece of muslin two inches wide is glued on to make a hinge, half of it placed on the bottom of the box and the other half on the almost separated end. To make the hinge doubly strong, a strip of the muslin should be put on the inside and another on the outside so that no matter how often the box is opened, the hinge will be strong enough to withstand the strain. Next the box should be covered outside with cretonne and the edges of the material folded under on to the inside of the box. On the inside of the bottom is glued a covering of the cretonne with the edges turned up and glued to the sides of the box; and the four sides, including the hinged end, are covered with a contrasting color of plain cretonne or sateen.

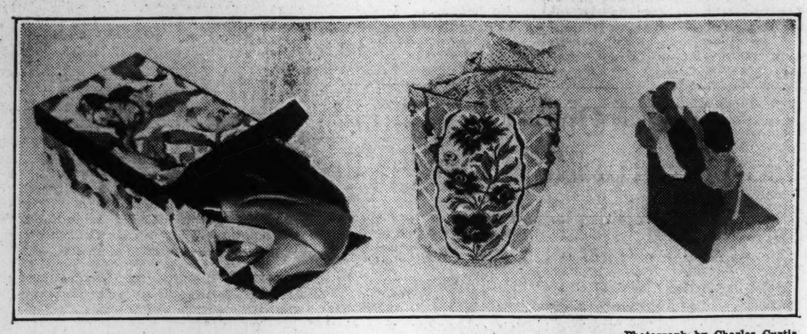
In order that the lid may bend back, three inches of the end of the lid are cut off with a sharp knife and rejoined along the top, but not the sides, with a hinge of muslin along both the top and the under side of the lid. Then the hinge is covered with glued-on cretonne and sateen.

A Dust-Cloth Holder

The holder for the dust-cloth was originally a cuff from a 10-cent store. These cuffs are finished with an ornamental braid along the top and the bottom so that they need only a strip of cretonne to match the hangings to be glued on along the plain part of the cuffs. A silk cord ornamented with beads held in place by knots is threaded through the two sides of the cuff and made fast with a bead on each end. The cuff lies flat when purchased and the bottom end does not need to be closed to hold the duster.

A Door Wedge

The door wedge is made of a block of wood narrow at one end and an inch wide at the other, with an upright of wall board or thin wood cut into proper shape and scalloped at the top with a scroll saw or sharp knife. The wide piece of the thin board should be nailed to the block which slides under the door and the entire article can be painted or covered with oilcloth glued on. Any appropriate design can be painted on or applied with pieces of oilcloth of various colors cut into ornamental shapes.



Photograph by Charles Curtis

Three Small Things Which Can Be Made at Home to Add to the Comfort and Daintiness of Its Appointments.

Old-Time Kitchens of Other Lands

London Special Correspondence

A PEEP into other times and other lands—and a marvelously picturesque peep—was vouchsafed by an exhibit of old kitchens of the nations at the Ideal Home Exhibition at Olympic. Not only was it an exhibit of national types of furniture and decoration, but of national types of beauty also, each room being occupied by a young woman with a face of great charm and sweetness and dressed in harmony with the period and nationality of the room.

Sweden's Kitchen

The most complete picture was seen in the Swedish kitchen. As the charming Swedish lady who presided over it remarked, "Mr. F. R. Yerbury, the architect who designed the whole exhibit, might actually have lived in such a home, the arrangement is so perfect in every detail." She glanced as she spoke at the brightly painted wooden toys on the edge of the great hearthstone, and then at the baby in gay, narrowly-striped, hand-woven petticoat and crossover handkerchief patterned with roses who looked as though she might just have flung the toys there from her seat in a little swing hung from a hook in the rafters.

A further chat with this Swedish occupant of what was really a living-room furnished in the pine wood characteristic of Dalarne in mid-Sweden, elicited many interesting points and showed how the life of the people was illustrated in this simple but beautiful home.

The boxed-in bed, for instance, was an example of the carpentering in which the men spend their time during the winter months, and its striped red, green, and blue curtains, the color mellowed by age, were a wonderful example of the old hand-weaving in which the women were and are adepts, and which is so universally practiced that there should really have been a loom in the room. Another unusual old example of the weaver's craft was the runner on the table made of hand-woven damask with the intricate plaited fringe at the ends peculiar to the Dalarne district.

Against the wall behind the bed hung a rug in typical Swedish stripes woven of the hair of horses and cows, very strong, the writer was told, and generally used for driving. In place of a mattress on the bed was some loose straw covered with a hand-woven rug.

"I have slept on straw many a time and it is very comfortable," declared the charming lady in charge.

These beds are sometimes arranged as double deckers.

They Paint With Their Fingers

It is probably owing to the fact that the artists of the country have taken great pains to protect and encourage home arts and industries that so many homes like the one shown still exist in this district of Sweden where the peasants are nearly all artists themselves by nature. In addition to carpentering they devote their time in the winter to painting the walls and doors of their homes as well as quaintly shaped "grandfather" clocks, using their fingers instead of brushes to give big soft strokes to the design.

The quaint corner fireplace and oven, and the rings of bread hung on a rod suspended from the ceiling above, attracted much interest and the information that the bread is made only every six months was received with astonishment.

In some Swedish homes of this character in addition to the main room there is a little lobby that has a smaller room leading off it filled with big painted chests where are kept the costumes inherited from forbears, and provided for different times of the year; also the household linen and the sheepskin coats worn in the winter.

Holland Has a Home in One Room

Holland was represented by a room that was a complete home with a bed in a recess in the wall reached by a set of quaint painted steps, and hidden behind red-and-white plaid cotton curtains, which have been replaced in these days by doors painted to match the walls so that they are not noticeable. So said the little Dutch lady in charge who looked bewitchingly pretty in her wide-winged fine lace cap. Sometimes there is a little passage from one room to another with beds in the wall on either side. The small fireplace with an expanse of blue and white tiles as a background, with various bright fireside objects including a stand for fire irons of elaborately wrought brass surmounted by a galleon in full sail was another very characteristic feature of the room.

A Danish Museum Lends a Room

The sight of two beautiful Danish girls winding a skein of silk in the painted and paneled room lent by a museum in Denmark seemed to carry one back to another age and country more vividly than any painted picture or stage presentation could have done. On the bulbous-legged table painted green and picked out with red and blue was a 1633 Bible with an engraving of King Christian IV as a frontispiece, and on the walls of dull red paneled with green hung an interesting old sampler, worked in beads and woolwork. Above the fireplace was a motto in Danish, "Beauty Fades but Virtue Remains."

The "master's bench," a gaily painted armchair, and the boxed-in bench used as a seat running along part of two sides of the room and meeting in a corner, invited special attention. The sliding panels in front of the latter were each pierced with a hole to admit the air to the geese kept within.

Each With National Characteristics

A well is an unusual feature in a kitchen, and this with the walls painted a beautiful Venetian red, gave a unique air to the Spanish kitchen with its typical pottery plates on a railed shelf above the fireplace.

In Brittany wall space (much beloved in certain parts of the world today) is evidently not appreciated, for interesting old pieces of oak furniture, including a sort of cupboard bed, were packed closely together. But the picturesque raised hearth with canopy above gave an air of great comfort.

In the Chinese kitchen the extreme of simplicity was reached, the built-in furniture being of brick and cement including a triple stove, on which three pots were cooking, overhung by a large canopy, and a chopping table on brick piers. A bright green painted table, and floor mats made of narrow crossing slats of wood, were other characteristics.

The old English kitchen with its pretty occupant in mob cap, its Windsor chairs, knife-box hung on the wall, gate-legged table, wide fireplace with long shelf above decorated with a tiny frill of chintz, and its doorway opening onto a narrow flight of stairs leading to a sleeping room above was to most of the visitors much the most familiar picture.

By way of contrast an ultra-modern kitchen with electric cooker and refrigerator, steel kitchen cabinet, dresser and table, all painted white, represented America. At first sight it appeared as though what had gained in efficiency had been lost in beauty, until it was realized that here was a real kitchen workshop of a large home whereas most of the other exhibits showed an entire home complete in the kitchen.

To Crimp Parsley

Wash and pick it from the large stalks. After the fish or meat has been fried, boil up the fat in a pan, put in the parsley and it will soon crisp and retain its color. Take it out and dry it from the fat for a few minutes before the fire.

New Linings for Old

When making over for little boys the clothes of their elders it is worth while to buy a couple of yards of very thin new goods and line the small garments. They will last as long again if this is done, whereas without such reinforcements often they hardly repay the work put into them.

Quaker Crumps

A cup of Quaker oats, ½ cupful of margarine, 1 egg and a little sugar, or treacle instead of egg and sugar. Mix into little lumps and bake till crisp on a greased tin.

Storm Windows

Written for The Christian Science Monitor

I am glad tonight for storm windows.
The wind blows from the black north,
From the throat of the Great Dipper,
From the sheeted barrens and the fanged hills,
Pours like an icy stream upon the little cottage by the shore,
Snarls and wrenches at its gables and eaves;
Thunders in the cobble chimney;
Shakes the door,
And washes the windows in an endless hurrying tide;
While within all is snug and still and warm.

Only a sheet of glass—thin and bright and brittle,
That a tap might break;
But behind its unyielding barrier dwell peace and comfort
And all the little happy things of home.

Let the winter roar tonight.
I am grateful for storm windows.

Lloyd Roberts.

A Warm Robe for Camping and Touring

AFTER once tasting the joys of motor touring and camping, a car owner anticipates the summer with more pleasure than ever before. However, those who last summer spent nights sleeping out of doors are now probably planning on getting something warmer in the line of bedding before trying the experiment again. Such sleep is too refreshing to be lightly given up, but there is no denying that even summer nights may be really cold, especially if they are spent near the water. Although motorists want to travel as light as possible, they must still be prepared for considerable cold.

The elderdown robe meets these conditions better than anything else. In the north, where the thermometer wanders around between zero and 50 degrees below, they use such a covering. The outside is of very heavy canvas, the middle is elder-down and the lining heavy blanket wool. The whole thing, however, rolls up into a bundle no larger than a pair of blankets and weighs even less.

Such a warm robe is not generally needed in the United States, but it furnishes a very practical idea that motorists are working out for themselves to a greater extent each year. For the foundation of a practical covering strong unbleached muslin of close weave may be used. Cut two pieces of the same size and shape, about 4 inches longer and wider than the finished robe is to be. With the sewing machine stitch the two pieces together along the two sides and one end, leaving the other end open. Make other rows of stitching lengthwise of the robe and about 3 inches apart, each ending at the opening. Blow elderdown, or down from any other kind of duck, into these tubes and sew the end securely when all are full. These tubes prevent the down from matting, as it inclines to do if otherwise inserted after the robe has been used for some time.

Fill Tubes With a Vacuum Cleaner

This packing with down may be accomplished very easily with a vacuum cleaner. Take the dust bag from the cleaner and run the motor a bit to free the opening from dust. Fasten the cleaner hose in place, then hold one of the tubes made by the stitching over the opening to which the bag is usually attached. Have someone help by inserting the open end of the hose in the supply of down and then turning on the current in the vacuum cleaner, and turning it off again when the tube is full. Pin the end back a bit from the edge of the cloth so the next tube may be attached, and repeat the process.

Lay the down filler on a piece of finely-woven waterproof canvas and cut a piece a little larger than the filler, making generous allowances for seams. Using the canvas as a pattern, cut the lining for the robe from cloth that is 100 per cent wool. Sew the canvas and cloth together at one end and lay on a flat surface or fasten temporarily on a quilting frame so the filler may be laid on one-half of the covering and the other half can be brought up over it. Baste corresponding edges together, taking care to catch in the edge of the filler frequently and securely so it cannot get loose from the cover. Remove from the frame and sew the edges of the robe with the machine.

Good for Many Occasions

This is especially good for camping when the weather is moderately cool or cold. It will serve when the temperature hugs zero, and still it isn't too warm for a chilly night in summer. And in the winter, when extra bedding is wanted, such a robe will meet the need.

It may be outfitted with big snaps so it can be made into a sleeping bag. It will weigh about 12 pounds and may be rolled up into a bundle about 2 feet long and 1 foot in diameter. But it is equal in warmth to at least half a dozen of the finest woolen blankets made, although it costs less for material than one such covering would cost.

When It Needs Cleaning

It is not a difficult task to keep such a robe clean even if it does get hard usage. As it is held together only at the edges, the first step is to rip the three sections apart by pulling out the thread around the sides. The canvas may then be cleaned by a thorough scrubbing with soap and water applied with a brush, if necessary. The most satisfactory way to wash woolen goods with fast colors is to immerse the material in suds made with a pure white soap and water too hot to use on the hands. Lift the material up and down a few times until it is thoroughly wet, then leave it in the water until it is about 96 degrees Fahrenheit. Repeat as often as necessary to remove all grime, then rinse in clear water of the same temperature as the last from which it was removed, and again in water of the same temperature, but to which a little clear soapsuds has been added. This treatment not only cleans the material, but it also leaves it soft and unshrunken. Do not wring, but hang it to drip where it is neither too hot nor too cold, and preferably in a draft, to restore as much as possible of the original rough appearance to the material. It is a good idea to shrink the woolen material to be used in such a robe before cutting, because it will get hard usage and perhaps go through experiences otherwise that will shrink it.

If the down filler needs cleansing, choose a windy day to wash it. Make a good suds and soak the filler at least half an hour. Souse it up and down in the water until it looks clean and rinse in warm water in the same way, using as many suds waters and rinsing waters as necessary to accomplish the purpose. Hang the quilt to dry in the wind, if possible, and when it is nearly dry shake it and beat it lightly with a carpet beater occasionally to fluff out the down. Finish by a thorough sunning or warming by dry heat that finishes the fluffing process. Never wring water from a woolen or down-filled quilt, but hang it on the line dripping.

Gâteau de Pomme

Pare 2 pounds of apples, steam them until quite soft, add their weight of sifted (castor) sugar, the rind and juice of 1 lemon, and a little water. Boil all together for ¾ of an hour. Put into molds till set.

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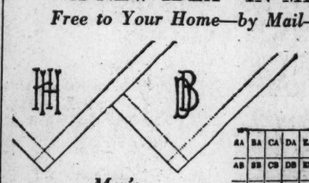
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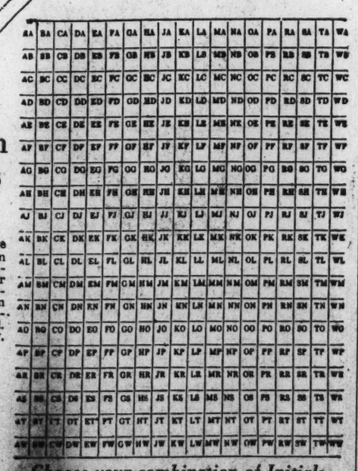
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We want to find the 100 oldest sewing machines, regardless of make, in family use in the United States and Canada. To each owner we will give in even exchange without one cent of cost or any obligation whatever, a latest model Singer Sewing Machine, electric or treadle, as preferred.

There are no conditions, no restrictions. If you have an old machine yourself, all you need do is fill out and send us the blank below. If you know of anyone else having an old machine, who may not see this notice, tell or write them about it.

Entries must be made on the form below before September 1, 1926. Awards will be made as soon as possible thereafter. Age of machines will be determined by factory number. Winners will then be notified at once and names of all winners posted in Singer Shops everywhere. Simply fill out and mail the form below.

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I desire to enter the machine described below in your contest to find the 100 oldest sewing machines in use.

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YOUNG MEN LEADING MEXICO, AMERICAN OBSERVERS REPORT

Conference on Friendly Relations Finds Country Rich in Resources Which Are Chiefly in Control of Foreigners—Popular Education Welcomed

Mexican social, religious and economic conditions are discussed in detail in the report of the Conference on Friendly Relations between the United States and Mexico which has just been made public by Hubert C. Herring, secretary of the group of 22 clergymen, editors, business men and educators who have completed a first-hand study of these developments.

"For 10 days we had a succession of conferences with representatives of many forces in Mexican life," Mr. Herring, who is a member of the Social Relations Department of the Congregational Churches of America, said in explaining the project.

Many Factors Studied

"We talked with President Calles; members of his Cabinet; prominent business men, Mexican and foreign; with James R. Sheffield, United States Ambassador; with religious leaders; with leaders of labor and of industrial groups. Everywhere we were warmly received. We studied the land question both from the viewpoint of the Mexican Government and of the foreign land holder. We studied the education problem. We studied the church question in a sincere desire to understand the difficulties and motives which are moving on both sides of that tangled issue.

"The group included Rabbi Ephraim Frisch, San Antonio, Tex.; Drs. J. Edgar Park and Ernest Graham Guthrie of Boston; Dr. Noble Elderkin of Duluth, Minn.; the Rev. John R. Scotford of Cleveland, O.; Herbert Jump, Ann Arbor, Mich.; Paul Macy, of Toledo, O.; the Rev. Nicholas Van der Pyl, of Oberlin; Dr. Lawrence A. Wilson of San Diego, Calif.; Dr. Frank A. Carlson of Portland, Ore. It also included Albert Coyle, editor of Brotherhood of Locomotive Engineers Journal, of Cleveland, O.; William E. Sweet, of Denver, former Governor of Colorado."

Opinion from Many Sources

The text of the report follows:

"The Conference on Friendly Relations between the United States and Mexico, gathered for the purpose of studying the social, political, economic and religious conditions in Mexico at the present time, is composed of business men, students of social problems, editors and ministers. We report the following findings, based on personal observations and interviews with officials of State and Federal Governments, including the President of the Republic and members of his Cabinet, with the American Ambassador, representatives of foreign business interests, social workers, religious leaders, and many others familiar with the situation.

"We have found evidence that Mexico is rich in resources both of natural wealth and man power, while the great mass of the material wealth of the country is concentrated in a few hands, largely those of foreigners. The majority of the people, estimated at from 60 to 80 per cent, are illiterate, wretchedly poor, and have been without hope of rising. The revolution, which began in 1910, has opened a new era for the Mexican people. Through a Government which has espoused the cause of the poor, the unprivileged, and the disinherited, Mexican life and social conditions are being reconstructed.

"Popular education utilizing the best experience of many countries is being introduced with splendid success. More democratic forms of Government are being adopted. Large land holdings are being broken up and distributed among the people. Great concessions secured from a former régime of foreign capitalists are being reclaimed for the Mexican people by legal processes. An intense national spirit is developing and all social and religious institutions which have stood or are standing in the way of this reconstruction program are being drastically regulated by the Government.

Young Men in Leadership

"We have found that the leaders in this reconstruction movement are in the main young men who are idealistic and terribly in earnest. In Mexico, as elsewhere, some of the laws enacted and methods used may not prove eminently wise, and in some few cases seem to be working a hardship on Mexicans and foreigners alike, yet the Government is disposed to a modification of such laws as may prove impracticable. At the heart of the whole movement is the desire to lift the mass of the Mexican people, who have been exploited and held down for centuries, to a better economic status and to a greater capacity for attaining a larger freedom and power to shape their own destinies.

"We are impressed by the sincerity and ability of those who now hold power in Mexico. They are striving to solve constructively the difficult problems which face all advanced nations in the evolution of democracy, and are energetically adapting to their own needs the best political and economic experience of other nations, while conserving the ancient cultural civilization of the Indian race.

"We believe that the Government and the people of the United States should seek to understand the conditions that lie behind the movement going on in Mexico today, and should exercise forbearance as well as justice toward a neighboring nation striving to secure for all its people a share in the good things of life. We ask our fellow-citizens, before they pass unfriendly judgment on Mexican affairs, to know more about the centuries of abuse and oppression which have given rise to the present reform Government and to bear in mind that there are political and economic conditions in the United States not above criticism. We especially hope that those officials who can handle governmental relations with Mexico, remembering their own love of country and their own desire to preserve the autonomy of the United States, shall see to it that the sovereignty of another people is not disturbed or offended.

Religious Issue Long Standing

"We find that the present religious difficulty in Mexico is not a new issue but goes back to the Reform Constitution of 1857 and its reinstatement in the Constitution of 1917. The Mexican Government is determined to enforce the provisions of the law prohibiting clergymen and churches from interfering in political affairs or maintaining institutions prescribed by the Constitution. We did not find the Mexican Government hostile to the church as such, for its highest officers, despite the numerous instances of blundering diplomacy by our Government, spoke with ardent appreciation of the loyal and unselfish service rendered by many religious organizations and social workers from the United States. The Government recognizes the value of the work done by many American mission schools and Christian associations as a constructive influence in the life of the Mexican people, and has drawn upon them some of its ablest leadership.

"As loyal citizens of the United States, whose past traditions we revere and whose honor we hold sacred, we desire to express our good will toward the people of Mexico and their Government, from whom we have received friendly hospitality and full freedom in ascertaining the facts of the present situation in their country. Looking beyond the immediate present, we covet for our fellow countrymen the inspiration we have received from the rich ancient civilization of Mexico, which existed centuries before first the white man landed on this continent, and now forms the cultural foundation of the New Mexico.

"Geography has made Mexico and the United States neighbors for all time and our common economic and social interests bind us together in the intimate contacts of commerce and culture. Doubtless differences will arise between us in the future, just as they do between various sections of the United States, but none which cannot be solved by mutual understanding and confidence."

What They are Saying.

HENRY FORD: "I have only just started to manufacture a cheap car."

H. M. JEWETT (President, Paige-Detroit Co.): "You can buy a better automobile today than you could in 1913, and for three-quarters of the cost."

ALVAN MACAULEY, (President, Packard Motor Co.):"An automobile is nothing but a piece of furniture on wheels."

W. S. KNUDSEN (President, Chevrolet Co.):"An automobile factory can be over-engineered. Mass production must not stamp out individualism."

MARTIN T. PULCHER (President, Federal Motor Truck Co.): "The motor truck gives the railroad 10 times the business it takes away."

LYNN McNAUGHTON (Vice-president, Cadillac Motor Car Co.): "Women's tastes are guiding the evolution of the motor car."

ROY D. CHAPIN (President, Hudson Motor Car Co.): "Americans prefer to buy gasoline for their cars than alcohol for themselves."

EDWARD G. WILMER (President, Dodge Bros.): "A financing scheme within a customer's means is all right; it is all wrong where it is not."

C. D. HASTINGS (President, Hupp Motor Car Co.): "The automobile industry scraps enough machinery in a year to run most other industries: that is why it progresses."

CHARLES F. KETTERING (President, General Motors Research Corporation): "The small car will be getting 30 miles to a gallon in six years."

L. J. REUTER (President, Olds Motor Co.): "The automobile industry is stronger in manufacturing and engineering than in selling."

WELLESLEY HEADS LAY CORNER STONE

Officers and Students Preside at New Dormitory

WELLESLEY, Mass., May 14 (Special)—Officers and students of Wellesley College gathered today at the site of the new dormitory which is being built near the east entrance to Tower Court and took part in the laying of the corner stone.

Ellen F. Pendleton, president of the college, put the stone in place. Bishop Charles L. Slattery offered prayer.

The student body was officially represented in the ceremonies by the four class presidents, Betty Howe '26 of Hampton, Va., Ruth Evelyn Campbell '27 of Pittsburgh, Pa., Anna Sargent Hayward '28 of Sioux City, Ia., Virginia Onderdonck '29 of Lake Forest, Ill., and by Betty Smith '26, president of the student government, and Dorothy Mason '27, who will hold that office next year.

In the iron box which was sealed into the stone were placed a newspaper of the day, a Bible, some coins of current issue, one copy each of college publications for the year, including the catalogue and the class directory.

The new dormitory in Tudor style to harmonize with the more recent buildings on the Wellesley campus will provide accommodations for 123.

MARY'S LITTLE LAMB IS GONE, BUT MR. FORD ACQUIRES MEMENTOES

Motor Manufacturer Pays $5 for Stones Under Schoolhouse Mary Attended

STERLING, Mass., May 14 (AP)—Henry Ford, automobile manufacturer and bargainer for antiques, has bought, unknown to the town folk of Sterling, three cornerstones of the country school house which Mary Sawyer attended, and which has been immortalized in verse in "Mary had a little lamb."

Standing on the main street of Sterling is the small white house where Mary lived. On Saturday there appeared a stranger on the property of Carl Swenson, on whose land stands what is left of the famous school house where the presence of Mary's lamb "made the children laugh and play" and after looking around a bit said he would like to buy three stones which were the cornerstones of the structure.

The owner said he was willing to sell the stones for $5 and the deal was closed when the stranger paid over the money. It was not until today that it became known that the purchaser was Henry Ford.

The townspeople are considerably stirred up over the sale, as it is claimed the stranger said he wanted the stones for the cornerstone of a schoolhouse to be built in Newport, N. H., the town in which it was recently claimed that the "Mary had a little lamb" episode originated.

The stones, though paid for, are still on the Swenson land, Mr. Ford stating that he would come for them later. There is an impression that Mr. Ford was jesting when he said that he wanted them for use in building a schoolhouse in Newport.

MR. GOODWIN HALTS SALARY RISE APPEAL

Asking that his friends in the Legislature make no further effort by petition to obtain an increase in his salary from William F. Williams, Commissioner of Public Works, Frank A. Goodwin, Registrar of Motor Vehicles, last night halted attempts which were well under way to present a strong appeal to the department head.

In a public statement, Mr. Goodwin thanked his friends for their work in his behalf, and said: "I hope they will not send any petition to Mr. Williams. He has said that he thinks I am getting all the pay I am worth, and of course if he thinks that, he would not be justified in recommending that the money of the taxpayers should be paid out to one who is not earning it. I am not particularly interested in the $1000, and all my friends may rest assured that as long as I am in this position I shall give my best regardless of salary."

VETERANS TO DISCUSS POPPY SALE PROGRAM

Plans for the annual poppy sale May 28 and 29 by the Massachusetts Department of the Veterans of Foreign Wars for the benefit of needy former service men will be discussed at a meeting of the various post committees next Saturday afternoon in the State House. Joseph Gannon is chairman of the State Poppy Committee.

Governor Fuller in an official statement said: "Poppy Day held by the Veterans of Foreign Wars of the United States is an invitation to the public generally to help the needy former service men by the purchase of the flower so symbolic of service which they rendered on the fields of France. It is a pleasure for me to commend and indorse this very worthy effort to aid the veterans."

NEW COLLEGE INCORPORATED

New Haven Institution an Outgrowth of Division of Northeastern University

NEW HAVEN, Conn., May 14 (Special)—New Haven College, a new institution, has been incorporated by officials of the New Haven Young Men's Christian Association, to serve employed young men and women of New Haven and vicinity through evening courses of study. It succeeds and is the logical outgrowth of the New Haven division of Northeastern University, with headquarters at the Boston Y. M. C. A. and other divisions at Providence, Worcester, and Springfield.

A. F. Brooks, Yale '11S.; Prof. S. W. Dudley, Yale '00S.; Stuart W. Finlay, Yale '19; H. P. Hass, Yale '07S., and Burton P. Twitchell, Yale '01, are members of the advisory committee which is guiding the enterprise, and Milton C. Mapes, E. E. Columbia '09, of the firm of Westcott & Mapes, engineers is chairman of the committee. The Sheffield Scientific School is co-operating generously with the use of classrooms, drawing rooms, and laboratories. Most of the instructors will continue to be drawn from members of the Yale teaching staff.

The new college offers courses in engineering, commerce and finance, and preparatory training for students not sufficiently prepared for advanced courses or college. During the six years of its relation to Northeastern, this New Haven evening educational project has grown from 225 to 573 individual students; 189 industries and business concerns were represented in the student body this year.

Dean Charles H. Warren and other Sheffield Scientific School officers have for several years had a close relation to this movement, and have given exceedingly valuable counsel and assistance. Dean Warren says of it, "New Haven College and the movement which it represents are an invaluable contribution to the educational life of the community, and Yale is glad to contribute in any way possible to furthering its development."

The field for evening education of high quality is very great in New Haven, for the high schools are graduating annually close to 1000 students, a large part of whom cannot go to full-time colleges; and there are in addition thousands of employed young men and women who have not had the full high school opportunity.

In this co-operative relation, the contribution of Yale to the educational progress of New Haven young people gainfully employed by day is an impressive one, undoubtedly one of the most definitely valuable relations which the university sustains to the New Haven community.

The new movement will be under the administrative direction of John A. Brodhead, M.E., Lehigh '07; Samuel W. Tator, B.S., University of Pennsylvania '13; Harold E. Smith, Yale '26S, and Lincoln B. Hale, Yale '27D.

COLONIAL DAUGHTERS ELECT MRS. ELLISON

Mrs. Frank Dexter Ellison, president of the Society of Daughters of Colonial Wars, was re-elected president at the annual meeting of the society in the Hotel Vendome yesterday. Luncheon was served by Mrs. Ellison before the business meeting. Mrs. Channing H. Cox and her mother, Mrs. Isaiah Young, acted as hostesses.

Other officers elected were: Mrs. James C. Peabody, vice-president; Mrs. Charles D. Meserve, secretary; Mrs. Nathaniel W. Walker, treasurer; Miss Ena W. Burt, registrar; Mrs. John S. Thatcher, genealogist, and Mrs. Emmons R. Ellis, Mrs. Merle D. Graves, Mrs. J. Robert McKenzie, Mrs. Benjamin M. Rowland and Mrs. Franklin E. Smith, councilors.

MUSIC

Daniel Ericourt

Under the auspices of the Women's City Club, Daniel Ericourt, pianist, gave a recital at Pilgrim Hall yesterday afternoon. His program was built on conventional lines, for the three groups of music he set before his enthusiastic audience included Beethoven's Sonata, "Appassionata," for opening, four pieces from Chopin for middle ground, and a few moderns by way of conclusion.

Perhaps the keenest impression Mr. Ericourt conveyed was one of unevenness, since unlooked for excellences occasionally followed on banalities. After a long procession of heavy thumping, a whirling little Prelude by Maurice Ravel suddenly was poured forth pleasantly, invested by the pianist with delicacy and precision. But a recurrence of the persistent heavy-handedness soon descended on the musician and his music, blurring and even wiping out brief and welcome subtleties of style.

The excess of fortissimo playing can hardly be overemphasized, since very real abilities are thereby forced into oblivion. Combined with too great and altogether unnecessary speed, it bids fair to undo what must be the result of the efforts of years. Likewise Mr. Ericourt's musical individuality, which seems full of interest and promise, finds itself hampered in its proper development. Surely thought and insight may remedy these deficiencies.

COUNCIL SEATS ISSUE TO FORE

Spain, Brazil, and China Again Urge Claims—Number of Delegates Debated

By Special Cable

GENEVA, May 14—Viscount Cecil's persistent efforts to defer the discussion of the political difficulties in the committee on the composition of the Council until the last moment were defeated today, when the theoretical ground was suddenly deserted and Señor Palacios, the Spanish delegate, demanded the consideration of the justice of Spain's claim to a permanent seat. This happened during the public discussion of Lord Cecil's proposal to increase the number of non-permanent members to nine.

Señor Palacios' example was immediately followed by Senhor Montarroyos, Brazil, and the Chinese delegate.

Señor Palacios used arguments which have become familiar; the greatness of Spain and its work for the League, its original reservation on joining the League. The Brazilian and Chinese delegates will outline their case today. Regarding the increase of the non-permanent members, Lord Cecil advocated 15 as an approximate final number. Vittorio Scialoja, Italy, put forward the difficulty of obtaining unanimity with large numbers and advocated 12 or possibly 13, while the Chinese delegates advanced arguments in favor of 19.

Lord Cecil's reasoning was based on the necessity of a system of rotation and the possibility of a state coming forward for re-election within a reasonable period. His choice of nine non-permament members was, he said, designed to provide three non-permanent seats of a more or less continuous character for those states at present claiming permanent seats, and two additional permanent seats for Germany and possibly the United States or Russia.

New Bridge Over the Kennebec to Speed Up Maine Shore Travel

Great Stretch of Coast East of Bath to Be Brought Nearer by an Hour's Time to Points West and South by the Proposed Structure

BATH, Me., May 14 (AP)—The great stretch of Maine coast east of this city will be brought nearer by an hour's time to points west and south when the new bridge across the Kennebec River between Bath and Woolwich is completed.

The opening of bids this week for construction of the bridge was hailed by the residents of Lincoln, Knox and Waldo counties in particular as the beginning of a new era for that section of the State.

Tourists and business men will welcome the elimination of the ferry at this point. At present the river interrupts the Atlantic Highway which skirts the shore line of Maine from the New Hampshire boundary at Kittery to Calais and the Canadian border. It also makes a break in the branch of the Maine Central Railroad running from Brunswick to Rockland.

Both Highway and Railroad

The new bridge will accommodate both highway and railroad traffic. It is believed that it will prove a great stimulus to industries in the cities and towns east of Bath and to the growth of summer resorts in this district.

For more than 75 years ferryboats have plied across the Kennebec between Bath and Woolwich, a distance of about half a mile. Increased traffic brought about by the popularity of the automobile taxed the capacity of the little boat Hockomock, owned jointly by the city of Bath and the town of Woolwich.

Operation of the ferry usually showed an annual deficit. In 1919 the Legislature authorized the State to take over the ferry and the next year the Highway Commission bought a larger boat which was named Governor King, in memory of William King, Maine's first governor.

Train Ferry of Its Own

The Maine Central has operated a train ferry of its own. Trains arriving at Bath or Woolwich are broken apart and the cars and locomotive shunted on parallel rails laid on one of the tow big boats. On the opposite side of the river the trains are reassembled. The whole operation means an interruption of nearly an hour in the journey so that the fastest train on the branch requires two hours and 50 minutes to cover the 57 miles from Brunswick to Rockland.

Dissatisfaction over the long delays, especially when the motor traffic was so heavy that the ferryboats could not accommodate it, grew more and more pronounced. The demand for a bridge became insistent. Frank W. Carlton, a Woolwich contractor, was elected State Senator in 1922 on a platform calling for a bridge but was unable to convince the Legislature of its necessity.

Senator Carlton thereupon spent more than a year traveling about the State and explaining in different sections. Automobilists rallied to his support and the railroad was in favor of the bridge project.

Pushed Bridge Bill

Senator Carlton was re-elected in 1924 and pushed the bridge measure in the next session of the Legislature. The entire membership of the Legislature visited Bath as guests of the city and sailed up and down the river to inspect the site. They were so completely convinced that upon their return to Augusta they unanimously passed the bridge bill.

A bond issue of $3,000,000 was voted and this was approved by the voters at a referendum last September. The Maine Central will pay 55 per cent of the cost of construction in addition to operating costs. Tolls will be charged to those crossing the bridge and it is believed that these will pay interest charges and maintenance and retire the bonds as they fall due.

The bridge, which will take about two years to construct, will have a single railroad track on the lower level and a 20-foot roadway with five-foot sidewalks on each side on the upper level. It will be 2052 feet long, in seven spans resting on eight piers, with a draw of the lift type in the center. At night it will be brilliantly lighted. Senator Carlton is chairman of the bridge commission and J. A. L. Waddell of New York is consulting engineer.

ART EXHIBIT IS OPENED

FALL RIVER, Mass., May 14 (Special)—The first of a series of annual art exhibits was inaugurated today at the Fall River Public Library. The pictures shown are part of a loan collection supplied by the Vose Art Galleries of Boston, including landscapes, marines, still life and flower pictures, with a sprinkling of portraiture. The exhibition will continue for two weeks.

UNIVERSITY SEEKS STUDENT LOAN FUND

BURLINGTON, May 14 (AP)—The University of Vermont is seeking to honor the memory of its founder by raising a student loan fund. This month marks the 175th anniversary of the birth of Ira Allen, founder of the university and generally considered the founder of the State of Vermont.

The alumni have been asked for subscriptions to what will be known as the General Ira Allen Memorial Fun. It is to be used for loans to deserving and needy students primarily those residing in Vermont. An established record of good scholarship and character will be the principal requisites to obtain a loan.

Smith College Students Announce 'The Cat Is Out'

NORTHAMPTON, Mass., May 14 (Special)—When Smith College students rush about shouting, "The Cat is out!" they refer, not to a runaway member of the feline species, but to the college humorous publication, the Campus Cat. The Cat was founded in 1917, and since then has become one of the best loved college traditions. It is published at irregular intervals and its staff is not made known until the last issue of the year has appeared.

The Cat may take any shape or form. The latest number is the Prom number. It begins with an editorial modeled after the famous speech in Macbeth and beginning, "Is this the Campus Cat I see before me?"

STATE WATER PLAN DELAY INDICATED

Legislators Still Disagree on Supply Allocation

The water supply question, which, after being one of the most tangled of the issues facing the Massachusetts legislative session, seemed early this week to be in a fair way toward settlement, assumed such complications yesterday and today that postponement to the next annual session appeared likely.

After the Goodnough plan had been adopted with a strong majority in the Senate, and Worcester interests had accepted it with two amendments, observers at the State House felt that the question was on the road to solution. However, it now develops that those who have been opposed to the Worcester position right along are by no means disposed to accept the two amendments.

Worcester desires, first, to take 10,000,000 gallons of water daily from the Quinapoxet River, one of the sources of the Wachusett Reservoir, and will pay $800,000 for the privilege; and, second, to reserve future rights on the North Ware River. It is contended by Gasper G. Bacon, Senator from Boston, who has led the fight for the Goodnough bill, that $800,000 is a totally insufficient figure, and Roland D. Sawyer, Representative from Ware, objects to ceding any rights on the North Ware River.

Today the deadlock seemed so marked that legislative leaders were predicting freely that a solution this session is hardly possible. They agree that little can be gained by postponement, and much may be lost, but all are eager for adjournment, which is expected next Friday, and see slight possibility of settling the water issue in the remaining time.



FUR storage at moderate prices, special at this season for remodeling and repairing. Take advantage of our low fur storage rates now in effect.

2½% of Your Valuation

"Truth in Furs"—by Sol Marcus.

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35 Pleasant Street

WORCESTER, MASS.

DIAMOND CLUSTER RINGS

Our new spring line all ready for your inspection. Beautiful creations priced from $50 to $150.

CHAPIN & O'BRIEN

Jewelers

336 Main Street, Worcester

Gross Strauss Co.

335-337 Main St., Worcester, Mass.

Featuring and Sponsoring Styles

that are new for Spring and Summer

MOST INVITINGLY PRICED

We invite you to shop in OUR STYLE SHOPS

CHENEY PRINTER

WORCESTER, MASS.

ULIANS

326 Main Street, Worcester, Mass.

All Spring Coats and Suits now greatly reduced

Randall's Flower Shop

22 Pearl Street, Worcester

Do you know that we can telegraph orders for flowers and plants for you all over the world?

"QUALITY ALWAYS FIRST"

Rogers "1847" Silverware

We are making a special showing this week of "1847" in the various patterns in which it is made. There are several new annd distinctive chests and buffet sets that will surely interest you. They are very appropriate for wedding gifts.

SEE OUR WINDOW DISPLAY

DUNCAN & GOODELL CO.

404 MAIN STREET WORCESTER, MASS.

SMART! UNUSUAL!

Trimmed Hats at $5.00

A popular price we have been specializing this season with great success.

Diversified styles—types for all ages—hats becoming to every woman—from the Miss to the Matron.

SECOND FLOOR

DENHOLM & McKAY COMPANY

WORCESTER, MASS.

Collins Florist

6 Franklin St.

In the heart of the Shopping District

Park 6789

WORCESTER

Glenwood Gas Ranges

at a Special Discount of 10%

This Month Only

Fowler Furniture Company

WORCESTER, MASS.

Grey's Candy Store

330 Main St., Worcester, Mass.

Try Our New Tea Room for Luncheon or Dinner

Candy, Soda, Tea Room, Pastry

Women's & Men's Fine Shoes

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349 Main Street, Worcester, Mass.

THE RELIABLE FAMILY STORE

SHOES FOR All the Family

Wear Besse System Shoes

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22-24 Front Street, Worcester

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YELLOW CAB CO.

Dependable Service

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Hickey Freeman

TRAVLWEAR SUITS

—are specially woven to stand hard wear!

Ware Pratt Co.

Main Street at Pearl

WORCESTER

John C. MacInnes Co.

OPPOSITE CITY HALL, WORCESTER

EXTRAORDINARY ANNOUNCEMENT!

MARK DOWN SALE of Spring and Summer Dress and Sport COATS

More than 500 garments to select from. Probably the coat you have had your eye on all season is now marked at a much lower price during this sale for quick clearance.

MacINNES—THIRD FLOOR

Lashews

WORCESTER PROVIDENCE NEW BEDFORD

Summertime Cool Frocks

Noteworthy are the gay, colorful fabrics, pleats, tucks, etc.

All invitingly priced

15.00 to 45.00



What a Wonderful Wedding Gift!



A VOSE Piano

Easy Terms Gladly Arranged

Marcellus Roper Co.

284 Main Street, Worcester, Mass.

RADIO

MICHIGAN IS VERY ACTIVE IN RADIOCASTING

High - Powered Stations, With Good Programs, Are Feature

Those who make the long elevator journey to the studio of WCX, Detroit, consider the trip well worth the effort. For on the one hand, they satisfy that curiosity concerning the source of their radio entertainment, and on the other hand, get Detroit's finest view of the international boundary line. From the windows of the Book-Cadillac Hotel's thirtieth story, where the studio is located, Windsor, and the Border Cities, the Canadian line, spread in a long vista.

Operated by the Detroit Free Press, and one of the pioneer stations in the country, WCX started its radiocasting May 4, 1922, with studio and plant located in the Free Press Building. In December, 1924, the studio was removed to the newly-erected Book-Cadillac Hotel, and in August, 1925, in connection with, WJR, the Jewett Radio Corporation of Pontiac, WCX installed the new 5000-watt transmitter in Pontiac, retaining the studio in Detroit.

With many listeners, and particularly those from farthest distances, WCX and the Red Apple Club are synonymous. The group of entertainers who radiocast under this title have been heard on a late program each Tuesday since the station's early days. The Red Apple Club, under the direction of its "Chief," was one of the first radio organizations to discard the stereotyped form of announcing, and the informal, friendly manner of announcing made it one of the week's most popular programs in many homes.

The familiar sound of the tom-tom, opening the club's program, is heard at 10 p. m., eastern standard time, each Tuesday.

"Chief" Tomy, director of the Red Apple Club, is more formally known as C. D. Tomy, station manager and announcer. With the exception of a brief absence last year, the chief has been connected with WCX since its inception. In the days when fans tangled up coil- of wire with their bed springs to get squeaks, screeches, and screams, with here and there a few bars of music just for encouragement, he was pioneering in the business of building radio programs, and now the radio game is as well known to Chief Tomy, as his friendly voice to the thousands of fans who hear him nightly. He is a graduate of Northwestern University, Chicago, and a former newspaper man, having been connected with dailies in New York, Chicago, and Detroit.

WWJ Enters Field Early

The beginning of radiophone broadcasting by the press as a public service and the establishing of Station WWJ were coincidental events of Aug. 31, 1920. The Detroit News thus was the first newspaper in the world to increase its social usefulness by furnishing an entertainment utility of this nature to its readers. A new transmitter has recently been installed. With this new station the power output has been increased from 500 to 1000 watts, and the geographic radius of the station correspondingly widened. The original equipment consisted of a DeForest Type OT-10 transmitter which used a 200-meter wavelength. Under the best of conditions its range was not more than 100 miles. The transmitter now being used is a Western Electric 106-A, built especially for WWJ. It is the first of its kind.

On May 28, 1922, the Detroit News Orchestra was organized and made its first appearance in the studio. Its members were musicians recruited from the ranks of the Detroit Symphony Orchestra. Its conductor, Otto E. Krueger, had had exceptionally expansive contacts with the public, and his estimate of the sort of music the public likes has been fully vindicated in the thousands of approving letters which have been addressed to him.

Mr. Krueger was the first conductor of an orchestra organized especially for radiocasting, as the Detroit News Radio Orchestra was the first of its kind. He also was the first to experiment with the plan of placing the various instruments in relation to the microphone so that a balanced tonal effect would result in the radio receivers. It had been found that some instruments "carried" better than others, and that a composition written originally for ensemble often became practically a solo. These favored instruments Mr. Krueger placed far from the microphone, and the instruments the sensitive "mike" was inclined to ignore he brought close. His idea, which was really borrowed from the phonograph recording rooms, has been adopted widely by radiocasters in every part of the world.

The only educational work attempted by the station is found in its morning instructions to housewives by the Household Editor. Other service of the day includes business reports, weather forecasts, time signals from Arlington, noon concert, and radiocasts of sporting events; also an afternoon concert daily by the Detroit News Orchestra. The voice of E. L. Tyson, WWJ's senior announcer and program director, is known in millions of homes for its pleasant sincerity, especially for the hearty warmth in his "good night, everybody."

U. of M. of Real Service

ANN ARBOR, Mich. (Special Correspondence)—The University of Michigan will terminate the radio programs presented from the university campus during the college year with a program on May 30. The series of 14 programs has been radiocast by the Jewett Radio Corporation of Pontiac, Mich., and the Detroit Free Press. The university has no station of its own, but through the generosity of these two companies the University of Michigan has sent forth bi-weekly speeches of popular educational interest delivered by members of its faculty.

Important discoveries in engineering, botany, physics and other sciences have been discussed by the professors in these fields; national and international problems have been commented upon by the faculty of the history and political science departments; educational matters have been treated by the deans of the various schools and colleges; and other subjects of popular interest, such as athletics, expeditions for research, historical collections, have been radiocast by the experts upon the faculties of the university. The music upon these programs has been furnished by the faculty and the students of the University School of Music at Ann Arbor, and has been of a classical nature, interspersed with a few college programs.

That these educational programs have met with the approval of the radio audiences is evident from some of the letters received. "Will you please send me a copy of the Michigan Night speeches for the benefit of my four children who are too young to appreciate the talks now?" This letter was in answer to the announcement that the regents of the university had appropriated sufficient funds to issue the speeches of the series in book form free to all who applied to the university. "My son is doing home studying this year and wishes all the educational programs he can get."

"I was especially interested in the lecture, 'Advice to the Young Man Who Plans to Earn His Way Through College,' as I have a boy graduating from High School who wishes to go to college. I think one enjoys the worth-while things much more than jazz." Another listener wrote that these programs were a great relief to one who is nightly "bathed in jazz." The letters come in the majority of instances from ruralists, business men and educators. One industrial school in Tennessee requested as many booklets as could be spared for the boys who are in the school. The superintendent of an Ohio High School wrote: "I will use the Michigan Night speeches in my High School work." Over 1900 letters of appreciation have been received by the university.

At one time the university started to radiocast over its own transmitting station, but the expense of operation was considered too great, and the fear was expressed by some of the members of the administration that the programs would be given over to sports and jazz. The present programs show that there is no need for any more stations to radiocast dance music, but that there is a great opportunity for the university to serve all of the taxpayers of the State who support the institution. It is interesting to note that Secretary Hoover has 428 applications for wavelengths which cannot be granted and that 21 of these applications are from educational institutions. Only by an arrangement such as the University of Michigan has enjoyed this past year can the university educate the "stay at home."

WKAR Radiocasts Sports

A singular distinction as pioneer in the radiocasting, play by play, of intercollegiate basketball and football games is enjoyed by the Class B station WKAR, the Michigan State College at East Lansing. Originally an experimental enterprise undertaken by college engineering students during the winter of 1923, marked progress has attended the station's management until at present a varied program, educational in its nature as well as entertaining, by virtue of the student musical programs, has been the cause for receipt of hundreds of commendatory letters from radio audiences to station officials.

Annually, each winter term from January to April, a farm radio school consisting of lectures on horticulture, farm crops, animal and dairy husbandry, forestry and other topics radiocast by professors and instructors of those various departments, is "sent over the air" to the hundreds of state farmers and others having agricultural interests. Officials of the State Department of Public Health, State Conservation Department, and members of the State Department of Public Safety in the station's program the past term, have capably augmented the college program with lectures of an educational nature.

A novel manner of signing off at the student musicale Wednesday evening programs employed by Announcer Gamble is singing of the Alma Mater song by the students who have participated in the evening's program.

Advertising Station

The history of Station WGHP, Detroit, is somewhat different from any other station in so far as it is owned and operated by Geo. Harrison Phelps, Inc., Detroit. This institution is the only recognized advertising agency in the world operating its own station.

Already the limited facilities for proper radiocasting in a national way have been detected and as a result a new radiocasting station is being erected about 22½ miles from Detroit on Town Line Road, near Mt. Clemens.

Here two towers 200 feet high have been erected on a 34-foot square base of concrete and a station built to not only house the radio equipment but also provide household accommodations for the second and third engineers who will with their families make their homes there. The studio will remain at John R. and Rowena Streets, Detroit. The building will be remodeled after the concern has moved into their new building on Jefferson Avenue.

In order that the station might develop its own individuality, the services of a man long identified with the theater, both dramatically and musically, Harry C. Browne, have been engaged and as a result, with the co-operation of T. Stanley Perry as musical director, a most varied entertainment is furnished to radio audiences. Special feature hours include both light and grand opera production; frolic hours, during which the more popular music is radiocast, interspersed with humorous anecdotes and stories; famous composer's hour, during which a short sketch of one of the great composers is given with interesting side-lights on his career, along with a program of vocal and instrumental music of the composer's works.

The instrumental work of the Little Symphony Orchestra of 12 musicians, all members of the Detroit Symphony Orchestra, is of the highest order. This group of musicians is under the leadership of Dirk Van Emmerik. The jazz band is under the direction of William Webster and comprises 10 musicians. Both groups contain soloists whose services are utilized constantly in connection with the program. The best vocal talent that can be obtained is constantly pressed into service, with the result that the standard of excellence attained by this station is generally admitted.

One of the 5000-watt radiocasting stations which has attained a high degree of popularity in a short time is that of WJR, the Jewett Radio Corporation station at Pontiac, Mich., operating with WCX. The station went onto the air on a wavelength of 517 meters last August. While the station itself is located in Pontiac, the studios are atop the Book-Cadillac Hotel, Detroit, 25 miles away. The transmitter is of the latest type Western Electric 5000-watt and has been heard in every state in the Union and the provinces of Canada, in Alaska, South America, England, Cuba, Hawaii and Wales.

The men responsible for the success of the station are men who have been associated with radiocasting since its infancy. Corley W. Kirby, advertising manager, who was formerly radio editor and announcer for Station WWJ of the Detroit News, is an experienced program director, and is familiar with all the phases of radiocasting. Mr. Leo Fitzpatrick, manager of the station, was formerly associated with the Kansas City Night Hawks, and is known to every owner of a radio set as the "Merry Old Chief." Mr. Fitzpatrick joined the station in October and immediately organized a program known as the Jewett Jesters, which is similar in many respects to his famous Night Hawks organization. The faculty for radiocasting an informal atmosphere of good fellowship and witticisms has made the Jewett Jesters acceptable to all persons, who stay up until the late hours of dawn to listen in on their sets.

Radio Programs

Evening Features

FOR FRIDAY, MAY 14
EASTERN DAYLIGHT TIME

WNAC, Boston, Mass. (280 Meters)

4 p. m.—Shepard Colonial dance, direction of Billy Lossez. 4:20—Vocal and piano selections, "Jimmie" Gallagher. 4:30—News Flashes. 5—"The Day in Finance." 5:05—Livestock and meat report. 6—Kiddies' Klub. 6:30—Dinner dance, from Yoeng's Restaurant. 7:30—Baseball, news and weather flashes. 7:45—Talk, "Boston Better Business Commission." 8—The Kitchen Kanaries. 8:30—Mr. and Mrs. Radio Skit. 9—Concert, Perry's Ye Old New England Choir; Maude Turner, soprano; Gertrude Greely, mezzo-contralto; Frederick L. Perry, baritone; "Al" Pearsall, pianist. 10—Checker Inn Orchestra, direction of "Jimmie" Gallagher popular selections, Irving Crocker and George Rogers.

Saturday Morning

10:30 a. m.—WNAC Women's Club; Bible readings, the Rev. Eugene M. Pierce; baritone solos, Herbert Liversidge; Marjorie Mills of the Boston Better Homes Bureau; Jean Vagent; news flashes. 12:53—Time; weather.

WEEI, Boston, Mass. (348 Meters)

4 p. m.—Ray McKittrick and his orchestra. 5—Talk, "Conservation of Trees and Wild Flowers." 5:45—Stock market and business news. 6—Keith's radio review. 6:10—News and baseball scores. 6:30—Joe Rines and his orchestra. 6:45—Big Brother Club; J. Ginsberg, Melvin Levine, violin duets. 7:30—Musical quartet. 8—Garden talk. 8:30—Girls' quintet. 9—Idyllic male quartet. 9:30—The Musical Chef. 10—From New York, Anglo Persians. 10:30—Ed Andrews and his Nautical Garden Orchestra.

Saturday Morning

7:45 a. m.—Morning watch by Y. M. C. A., the Rev. William B. Ayers. 12 m.—Keith's radio review.

WBZA and WBZ, Boston-Springfield, Mass. (242 and 333 Meters)

7 p. m.—"The Iron Horse Hobby," by Cy Kauffman. 7:15—Lenox Ensemble. 7:30—Markets. 7:40—Baseball results of games played in the Eastern, American and National leagues. 7:45—Farm flashes. 8—Program under the direction of Frank E. Morse, presenting vocal and instrumental numbers. 9—Program arranged by Walter M. Cole. 10—The Chocolateers. 10:30—Brunswick orchestra. 11—Weather.

ATLANTIC STANDARD TIME

CNRA, Moncton, N. B. (291 Meters)

9 p. m.—Dominion Department of Agriculture Radio Service; studio program by St. John's United Church Mixed Quartet. 11—CNRA Dance Orchestra.

EASTERN STANDARD TIME

CNRT, Toronto, Ont. (357 Meters)

5:30 to 11 p. m.—Second Anniversary Celebration, presenting as many as possible of the artists who have contributed to our programs during the past two years, and repeating many of the selections used in these programs, including Luigi Romanelli and his King Edward Cancert and Dance Orchestra; address by W. D. Robb, vice-president, Canadian National Railways; recital by the Hart House String Quartet, composed of Gezs de Kresz, first violin; Harry Adaskin, second violin; Milton Blackstone, viola; Boris Hambourg, 'cello; in a program of classical music; by special arrangement with the syndics of Hart House, University of Toronto.

WTAG, Worcester, Mass. (268 Meters)

7:10 p. m.—Twinkle Twinkle story teller. 7:30—Current events; stories by Blanche Elizabeth Wade. 8:15—Concert program. 10—Anglo-Persians.

WTIC, Hartford, Conn. (476 Meters)

5:30 p. m.—Hub Trio. 6:45—WTIC Cartoon Lesson, Bud Kingston. 7—Talk. 7:15—Program by the American Legion, State of Connecticut. 9:45—WTIC Mail Bag. 10—Emil Heimberger's Orchestra.

WGY, Schenectady, N. Y. (380 Meters)

6 p. m.—Program by Porter E. Potts' Orchestra. 6:25—Baseball scores. 6:35—"French in the Radio." 7—Three-act drama. "In the Next Room," by Eleanor Robson and Harriet Ford, presented by WGY Players, directed by Ten Eyck Clay. 9:30—WGY Orchestra and John F. Quinlan, baritone.

WEAF, New York City (492 Meters)

5 to 11 p. m.—Dinner music from Rose Room of Hotel Waldorf-Astoria; Michael Markel's dance orchestra; Blanche Elizabeth Wade, Story Teller; "Dickens Corner"; "Happiness Boys"; Anglo-Persians"; Alexander Chigrinsky, concert pianist; Ben Bernie and his orchestra.

WJZ, New York City (455 Meters)

6 p. m.—George Olsen and his orchestra.. 7—Serenaders and Bonnie Laddies. 8—Catsup Hour. 9—United States Army Night. 10—Hotel Lorraine orchestra.

WMCA, New York (341 Meters)

5 p. m.—Olcott Vail and his string ensemble. 5:30—Ernie Golden and his orchestra. 6—Quality Boys. 7—Woodmansten orchestra. 7:30—Shoe style talk. 7:50—Broadway Association. 8—Russian Gypsies, Joseph Honti, Hungarian pianist; Marcia Freer, soprano. 9—"Muscle Shoals," talk. 9:05—Donald Flamm, dramatic critic. 9:30—Radio debut Lilliam Shaw. 10—Musical program. 10:30—Jack Denny's orchestra. 11—McAlpin Entertainers.

WAHG, New York City (316 Meters)

6:30 p. m.—Choir of Grace Church, Jamaica, N. Y. 7—Twenty-ninth "Great Artist" organ recital. Channing Lefebvre, organist of Trinity Church, New York City. 8—John Von Aspe, tenor. 8:15—Mabel Beathoff, original songs and piano solos. 8:30—The Gondoliers. 9—Frances Christmas, 'cellist. 9:20—Harry Ash's orchestra.

WNYC, New York City (526 Meters)

5 p. m.—Herman Neuman, pianist. 5:10—Market high spots. 5:20—Piano selections. 5:30 to 8—Elementary and advanced French lessons. 6:35—"Ralph Waldo Emerson," by request, by Prof. J. G. Carter Troop. 6:55—Piano selections. 7—Baseball results. 7:05—National Oratorical Contest on the Constitution, and musical program by direct wire from Town Hall, New York City. 9—"Wall Papers and their Stories."

WPG, Atlantic City, N. J. (300 Meters)

5:30 p. m.—Last-minute news flashes and baseball scores. 5:45—Fifteen-minute organ recital. 6—Dinner music. 6:30—Ella Rome dinner music. 7—Educational series. 7:15—Studio program. 7:30—Scott and his Kittens. 8—Ambassador Concert Orchestra. 9—Studio program. 9:30—Organ recital by Jean Wiener.

WLIT, Philadelphia, Pa. (395 Meters)

6:30 p. m.—Dream Daddy and his Record Club. 7—Talk, "The Career of a Singer" by Henry Hotz. 7:20—Conshohocken Night. 8:30—Artists. 9—Meeting of Morning Glory Club; Arcadia Orchestra. 9:30—Rufus and Rastus. 10—Radio Hour. 11—Musical comedy and theatrical all-star program.

WCAU, Philadelphia, Pa. (278 Meters)

5:45 p. m.—Clarence Seaman and his orchestra. 6:15—Peter Rabbit. 6:30—Instrumental trio, Clyde Dengler, tenor; Pauline Waters, soprano. 7—History of the administration of W. Freeland Kendrick, by Dr. Thomas W. Davis, statistician. 7:15—Enrico Aresoni, operatic soprano. 7:30—The Singing Lady. 7:45—The Bryan Girl. 8—The Reginas. 8:15—Dwight Strickland, the "Poetician." 8:30—Harry Link, song writer. 9—"Archie" Lloyd, Tillie Shapiro and Katherine Jordan, songs. 9:30—Jack Myers Musical Architects.

WCAP, Washington, D. C. (469 Meters)

6 p. m.—Mozart String Quintet. 6:45—"Baseball news of the day"; market summaries for the consumer by the United States Department of Agriculture; playlet by the Wardman Park Hotel Players; natural science talk, and other features from the studio. 9—Anglo-Persians. 9:30—Studio program. 10—Music from Wardman Park Hotel.

WBAL, Baltimore, Md. (246 Meters)

6:30 p. m.—WBAL Dinner Orchestra. Robert Iula, conductor. 7:30—WBAL Sandman Circle. 8—Grachur Male Chorus, George M. Castelle, conductor. 9—WBAL Trio; soloist, John Wilbourn, tenor. 10—WBAL Mixed Quartet. 10:30—Goucher College Glee Club; Henrietta Baker Low, conductor.

KDKA, Pittsburgh, Pa. (309 Meters)

5:30 p. m.—Dinner concert. 6:15—Baseball scores. 6:20—Children's period. 8—Stockman-Farmer news and market period. 8:15—"Life Cycle of the Stars," by Dr. Heber D. Curtis, director of Allegheny Observatory of the University of Pittsburgh. 8:30—Concert by the Tamburitza Orchestra.

WCAE, Pittsburgh, Pa. (461 Meters)

5:30—Dinner concert. 6:30—Children's period. 6:45—Address, current motor topics, auto tours and road conditions. 7—Studio program. 8:30—The Vikings. 9:30—Anglo-Persians. 10—Radio news service.

WGR, Buffalo, N. Y. (319 Meters)

5:30 p. m.—Murray Whiteman and his Serenaders. 6:30—Children's talks. 7—Meadow Larks. 7:30—Recital by Gertrude Hutchinson. 7:45—Walter F. Watson, tenor soloist. 8—Winger's entertainers 8:30—Concert presented by the music department of the Y. W. C. A. 9—Anglo-Persians. 9:30—Etude Trio of piano, violin and cornet. 10—Vincent Lopez orchestra, John F. Gunderman at the organ.

WTAM, Cleveland, O. (389 Meters)

6:30 p. m.—Children's story from WEAF. 6:45—Hotel Cleveland Orchestra, Friedereich Janssen directing; baseball scores. 8—Studio program. 9—Anglo-Persians. 9:30—Studio programs. 11—George Warmack's Singing Syncopators.

WWJ, Detroit, Mich. (353 Meters)

6 p. m.—Dinner concert. 9—Detroit News orchestra and soloists. 9—From WEAF. 9:30—Dance program.

WCX, Detroit, Mich. (517 Meters)

6 p. m.—Dinner program. 8—Studio program. 10—Dance music from Graystone ballroom, Jean Goldkette's Breeze Blowers and his recording orchestra.

WJR, Pontiac, Mich. (517 Meters)

7 p. m.—Jean Goldkette's Petite Symphony Orchestra soloists. 7:15—Dime Savings Bank concert. 7:30—"Arctic Specials." 9—"Celebrities." 9:33—Caspar Lingeman Symphony and artists.

CENTRAL STANDARD TIME

WCCO, St. Paul-Minneapolis, Minn. (417 Meters)

6:15 p. m.—Dinner concert, Dick Long's orchestra. 7:45—Farm legture. 8—Anglo-Persians. 8:30—Watkins Family party. 10—Weather report and closing grain markets. 10:05—Dance program, Dick Long's orchestra.

WHT, Chicago, Ill. (400 Meters)

6 p. m.—Classical program. Dinner organ recital, Al. Carney; Grayling's Ensemble; Helen Rauth, pianist; Charles Hussey, basso. 6:50—Male quartet. 7:45 to 9:15 (238 meters)—Musical features; Cinderella orchestra. 9:30—Sunbeam Girls. 10:05—Half-hour presentation. 10:40—Weather reports. 11—Your Hour League.

WENR, Chicago, Ill. (266 Meters)

5 p. m.—Daily dinner concert. 7—Bible evening hour. 8—Arthur Dunas, popular program. 11—Midnite frolic.

WEBH, Chicago, Ill. (370 Meters)

6 to 11:30 p. m.—Edgewater Beach Oriole Orchestra, dance numbers; Badger Four, songs; Pauline Sachs, songs; Eleanor Kaplan, violinist; Howard Neumiller, pianist; Cook Sisters; Lucille Dorman and E. Clinton Keithly, songs.

KYW, Chicago, Ill. (536 Meters)

5:30 p. m.—Dinner concert. 6—Musical program. 7—Program from Congress Hotel. 8—Classical concert. 9:30—"Congress Carnival."

WLS, Chicago, Ill. (345 Meters)

7 p. m.—Walther League of DesPlaines, Ill.; musical program. 8—Young American artists series, Louise Carlton, contralto; Marzie Johnstone, harpist. 9—Popular music program. 11—Ralph Emerson, organ concert.

WJJD, Mooseheart, Ill. 302 Meters)

4:30 p. m.—Dinner concert; Jack Nelson; Howard L. Peterson playing the Geneva Organ; Symphony Players; the "I See by the Newspapers" man; Victorians. 7—Music by children. 10—Senator Harold C. Kessinger; Victorians; Harry Reynolds, pianist.

WSM, Nashville, Tenn. (285 Meters)

7 p. m.—Beasley Smith's Orchestra. 8:15—Program arranged by Mrs. L. L. Gamble. 10—Program given by David Lipscomb College Quartet.

WHAS, Louisville, Ky. (400 Meters)

7:30 p. m.—Concert, Gene Klingman, director.

WSB, Atlanta, Ga. (428 Meters)

8 p. m.—Glen Echo Springs Orchestra. 10:45—Entertainment.

KSD, St. Louis, Mo. (545 Meters)

7 p. m.—Program by Mrs. Stella Westen Berger, contralto, of Springfield, Ill., and Anne Wakely Jackson, composer-pianist, of Jacksonville, Ill. 7:30—"Commerce Hour;" mixed quartet. 8—Anglo-Persians.

Evening Features

FOR SATURDAY, MAY 15
EASTERN STANDARD TIME

CKAC, Montreal, Que. (411 Meters)

7:15 p. m.—Windsor concert orchestra. 8:30—Seeing Lachine. Talk by Mayor Dalbé Viau of Lachine. Orchestra and vocal selections. 10:30—Windsor dance program.

CNRO, Ottawa, Ont. (435 Meters)

8 p. m.—Chateau Laurier concert orchestra. 9—Studio program. "A Pile of Junk," a playlet of the ether, by Edward Cecil Garrett; Chateau Laurier orchestra.

CFCA, Toronto, Ont. (357 Meters)

8 p. m.—Musical comedy selections and dance program.

WBZA and WBZ, Boston-Springfield, Mass. (242 and 333 Meters)

5:35 p. m.—Market report. 5:40—Baseball results. 5:45—Repertory Theater concert orchestra. 6:15—Readings by Dr. D. M. Stearns. 6:30—"Kings of Harmony." 7—Musical program. 8—"Bob" Patterson's orchestra. 8:30—Twins.

WTIC, Hartford, Conn. (476 Meters)

5:30 p. m.—"Skinny and his Gang." 5:50—Bond Trio. 7—Sunday School Period. 7:30—Mildred Sage, violinist. 8—John D. Booth, baritone. 8:15—Grace Walker Nichols, contralto. 8:45—Westminster Glee and Banjo Clubs. 9:30—Palais Royal Dance Orchestra.

WGY, Schenectady, N. Y. (380 Meters)

6:30 p. m.—Dinner program from the Hotel Onondaga, Syracuse, N. Y. 9:30—Dance program by Van Curler Orchestra, Schenectady, N. Y.

WEAF, New York City (492 Meters)

5 to 11 p. m.—Dinner music; "The Art of the Average Man" by Grant Mitchell, actor; musical program to be announced; Lou Roderman's Orchestra.

WJZ, New York City (455 Meters)

6 p. m.—Commodore Concert Orchestra. 7—Congressional Forum. 9:30—Della Robbia Orchestra.

WMCA, New York City (341 Meters)

5:30 p. m.—Olcott Vail and his String Ensemble. 6—Tappen's Orchestra. 7—Current Events. 9—Norman Pearce, readings. 10—Ernie Golden and his orchestra. 11—McAlpin Entertainers.

WGBS, New York City (316 Meters)

5:30 p. m.—Vincent Sorey Concert Trio. 6:15—William Hannon, Black "Outline of Travels." "Real Trip Around the World." 6:30—George Hall and his Royal Arcadians and William C. Pike's Orchestra. 7:45—Mac and Lennie. 8:10—Monica Irwin, soprano. 8:20—Lionel Adams, readings. 8:30—Elizabeth Bible Truth Hall Male Quartet. 9—Clarence Williams' Trio. 9:20—Chesleigh and Swenson, banjo duets. 9:30—Arrowhead Orchestra.

WNYC, New York City (526 Meters)

7 p. m.—Hilda Rich, soprano. 7:15—Piano selections. 7:35—Arrighi Singers 8—Baseball results. 8:05—Max Wechsler, violinist. 8:30—Wayside Troubadours. 8:45—Lawrence Metcalf, whistler extraordinary. 9—Birney B. Betigrue, baritone. 10:10—Dramatic reading by Harriette Weems. 10:35—Sixth annual dinner of the women of the Tackamuck Democratic Club of the Bronx.

WOR, Newark, N. J. (405 Meters)

6:30 p. m.—Jacques Jacobs' Ensemble. 7:30—Van's Collegians. 8—Orange Chamber of Commerce program. 8:45—Copenhagen Quartet. 9:15—LaForge-Berumen Musicale. 10—Salaam Temple Band. 11—Newark Evening News. 11:05—Larry Siry's Orchestra.

WPG, Atlantic City, N. J. (300 Meters)

5:30 p. m.—Last-minute news flashes and baseball scores. 5:45—Fifteen-minute organ recital. 6—Morton dinner music. 7:30—Dinner music. 7—Ambassador dinner music. 7:30—Studio program. 8—Traymore Concert Orchestra. 8—Katz and His Kittens. 9:30—Garden Pier Dance Orchestra. 10:30—Dance orchestra.

WHAR, Atlantic City, N. J. (275 Meters)

6:30 p. m.—Lecture period. 7—Seaside Hotel Trio.

WIP, Philadelphia, Pa. (508 Meters)

5:05 p. m.—Dinner music. 5:45—baseball scores. 5:50—United States Department of Agriculture; livestock and produce market reports. 7—Sports corner. 7:15—Herman H. Rickers, tenor; Raymond R. Lawson, baritone; George Rodenbaugh, violinist; Estella Schull, pianist. 8—Symphony Orchestra, with assisting artists, by the Combs Conservatory of Music. 9:05—Dance Music; Benjamin Franklin Orchestra. 10:05—Organ recital.

WRC, Washington, D. C. (469 Meters)

7 p. m.—Irving Boernstein's Orchestra. 7:30—Bible talk. 7:45—"The Work of Congress." 10:30—Meyer Davis' Swanee Syncopators. 11:30—Organ recital by Otto F. Beck.

KDKA, Pittsburgh, Pa. (309 Meters)

5:30 p. m.—Dinner concert. 6:15—Baseball scores. 6:20—Daddy Winkum. 8—Farm program. 8:30—Concert by the Westinghouse Band, T. J. Vastine, conductor. 9:55—Baseball scores.

WCAE, Pittsburgh, Pa. (461 Meters)

5:30 p. m.—Dinner concert transmitted from William Penn hotel. 6:30—Sunshine Girl. 6—Police reports. 7:15—Program from WEAF. 10—Radio News Service.

WTAM, Cleveland, O. (389 Meters)

7 p. m.—Basebal scores, George Warmack's Singing Syncopators. 8—Orchestra, Carl Rupp directing. 9—Ev Jones and his gang.

WJR, Pontiac, Mich. (517 Meters)

7 p. m.—"Stormfeltz-Loveley Serenaders. 9—Jean Goldkette's Serenaders; soloists. 11:30—"The Merry Old Chief" and his radio jesters.

WREO, Lansing, Mich. (286 Meters)

6 p. m.—Dinner concert. 10—Special dance program by Serenaders, Carl Hall Dewey, director.

CENTRAL STANDARD TIME

WCCO, St. Paul-Minneapolis, Minn. (417 Meters)

6:15 p. m.—Dinner concert. 8—Fireside Philosophies. 8:15—Musical program. 10—Weather report and closing grain markets. 10:05—Emmet Long's Golden Pheasant orchestra.

WMBB, Chicago, Ill. (250 Meters)

6 p. m.—Trianon Ensemble, Hilda Hinrichs, 'cellist, Margaret Conrad, violinist; Preston Graves, pianist; Franklin Kidd, tenor; Arvid L. Anderson, baritone. 8—Trianon Orchestra, Dell Lampe; Woodlawn Theater Orchestra, Emil F. Hand; Trianon Ensemble; Jimmy Eggert, Andy Anderson, Jack Goodwin, Trianon Syncopaters.

WHT, Chicago, Ill. (400 Meters)

6 p. m.—Dinner organ recital. 7:45 (238 Meters)—Studio features; Cinderella orchestra. 9:30—Entertainers. 9:50—Jack Turner; Irene Smith, singers. 11—Your Hour League.

WEBH, Chicago, Ill. (370 Meters)

6 p. m.—Edgewater Beach Hotel orchestra, dinner concert; Dr. Herbert W. Virgin, Radio Sunday School lesson. 8—Oriole orchestra, dance numbers; Frank Greif, songs; Ruth Buhl Flick, stories; news flashes; Bob Witt and Si Berg, special numbers; Pat Ward, songs.

KYW, Chicago, Ill. (536 Meters)

5:30 p. m.—Dinner concert. 7—Musical program. 8—Classical concert. 9:30—"Congress Carnival."

WLS, Chicago, Ill. (345 Meters)

6 p. m.—Lullaby time. 6:15 to 12—National Barn Dance and WLS Twin Wheeze with Ford and Glenn and Ralph Emerson; Maurie Sherman's College Inn Orchestra.

WLW, Cincinnati, O. (422 Meters)

7 p. m.—Popular organ concert. 7:30—"Seckatary Hawkins Radio Club." 8—Johann Grosse. 8:30—Final Old Fiddlers concert of the season by Uncle Charley Warner of Georgetown, O. 9—Berea College Night, a program of mountain ballads, with accompaniments and selections on unusual mountain instruments. Address by President Hutchins.

WKRC, Cincinnati, O. (422 Meters)

10 p. m.—Ace Brigode and his 14 Virginians. 11—"Sam" Jones. 11:15—Ace Brigode.

WHAS, Louisville, Ky. (400 Meters)

7:30 p. m.—Cardinal Orchestra.

WSM, Nashville, Tenn. (285 Meters)

7 p. m.—Beasley Smith's Orchestra. 8:15—Barn dance program and other features.

WSB, ATLANTA, Ga. (428 Meters)

8 p. m.—Courtesy program. 10:45—Brenan College program.

KSD, St. Louis, Mo. (545 Meters)

7 p. m.—Music and stage specialties.

WDAF, Kansas City, Mo. (366 Meters)

6 p. m.—School of the air; marketgram and weather forecast; address; organ music; music, the Trianon ensemble. 8—"Around the Town With WDAF." 11:45—Nighthawk Frolic.

WOAW, Omaha, Neb. (526 Meters)

6 p. m.—Herb Felerman and his orchestra. 6:45—market résumé. 7—Speakers' hour program; Chamber of Commerce. 9—Program arranged by Clinton Miller. 10—Frank Hodek and his Nightingale orchestra.

WFAA, Dallas, Tex. (476 Meters)

6:30 p. m.—The Jeffersonians, Andrew Priest, director. 8:30—Alpha Delta Pi sorority program. 9—Quartet, Sam Van Dyne, directing. 11—Jimmie Joy's orchestra.

WBAP, Fort Worth, Tex. (476 Meters)

7:30 p. m.—Review of the interdenominational Sunday school lesson. 9:30—Musical program.

KPRC, Houston, Tex. (297 Meters)

7:30 p. m.—Universal Bible class. 8:30—Frank Tilton, boy pianist. 10:30—Harold Oxley's Orchestra.

MOUNTAIN STANDARD TIME

KOA, Denver, Colo. (322 Meters)

7:30 p. m.—Children's program. 9—Harmony Peerless Orchestra. 10:30—Scheuerman's Colorado Orchestra.

PACIFIC STANDARD TIME

KJR, Seattle, Wash. (384 Meters)

6 p. m.—Weather reports and "The Box Office." 8:30—Concert orchestra conducted by Herbert Preeg.

KGW, Portland, Ore. (492 Meters)

6 p. m.—Courtesy concert; baseball scores. 10—Herman Kenin's orchestra.

KGO, Oakland, Calif. (361 Meters)

4 p. m.—Concert orchestra. 8—Weather bureau report; sport review. 8:10—Concert by the Stanford Band, Ernest Whitney Martin, director; assisted by Margery Blackwelder, soprano, and Mrs. Warren D. Allen, accompanist. 10—Dance music, Madson's Midshipmen; Frank Gibney, tenor, and Carl Winge, pianist.

KPO, San Francisco, Calif. (429 Meters)

6:30 p. m.—States Restaurant Orchestra. 7:20—Talk by the R. A. Wilson Company. 8—Fairmont Orchestra, Reg Code, directing.

KRE, Berkeley, Calif. (256 Meters)

8 p. m.—Dance program by Bob Beal and his orchestra. Intermission solos by members of the orchestra.

KNX, Hollywood, Calif. (337 Meters)

7 p. m.—Stories of insect life by Harry W. McSpadden. 7:15—Announcement of Sunday services. 7:30—Courtesy programs. 8—Courtesy program. 9:00—Feature program. 10—Ray West's Cocoanut Grove orchestra. 11—KNX Hollywood Night, a radio review presenting motion picture stars under the direction of G. Allison Phelps.

KMTR, Hollywood, Calif. (286 Meters)

6 p. m.—Piano concert. 8—KMTR concert orchestra under the directorship of Loren Powell, conductor.

KHJ, Los Angeles, Calif. (405 Meters)

6:30 p. m.—Children's program. 8—Program in honor of the Lions' International Club by Santa Monica Lions Club.

KPSN, Pasadena, Calif. (316 Meters)

8 p. m.—Star-News concert hour. 9—Dance orchestra.

FOR SUNDAY, MAY 16
EASTERN STANDARD TIME

CKCL, Toronto, Ont. (357 Meters)

2 p. m.—Weston choir, Westminster Church. 9—Waterloo Musical Society Band.

WEEI, Boston, Mass. (348 Meters)

1 p. m.—Sager's Hour of Hospitality. 2—Mother's Day exercises from Washington, D. C., with United States Army, Navy and Marine Bands; James J. Davis, Secretary of Labor, will be the speaker. 4:45—The Friendly Voice interviewed by an Average Listener. 5—Jordan Marsh Company's Sparkling Diamonds. 6:20—Major Bowes and His Capitol Family. 8:15—"Radio Hour."

WBZA and WBZ, Boston-Springfield, Mass. (242 and 333 Meters)

6 p. m.—Dinenr concert by the Copley-Plaza Orchestra, under the direction of W. Edward Boyle. 7—Golden Rule Hour. 8—Organ recital by Paul Franck.

WTAG, Worcester, Mass. (268 Meters)

6:20 p. m.—Maj. Edward Bowes and "Capitol Family." 7:15—"Radio Hour."

WGY, Schenectady, N. Y. (380 Meters)

3:30 p. m.—Organ recital by Elmer A. Tidmarsh. 7—Service of First Presbyterian Church, Schenectady, N. Y. 8—Commodore Orchestra. 9—Violin recital by Godfrey Ludlow from WJZ.

WEAF, New York City (492 Meters)

2 p. m.—"Sunday Radio Service" under the auspices of the Greater New York Federation of Churches. 4:30—Russian choir. 5—Musical program. 6:20—Major Bowes and the "Capitol Theater Family." 8:15—"Radio Hour."

WJZ, New York City (455 Meters)

7 p. m.—Variety program. 9—Godfrey Ludlow, violinist.

WMCA, New York City (341 Meters)

10 a. m.—The regular Sunday

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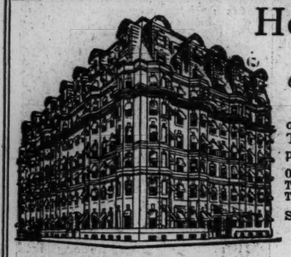
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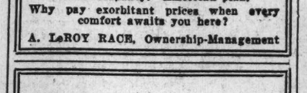
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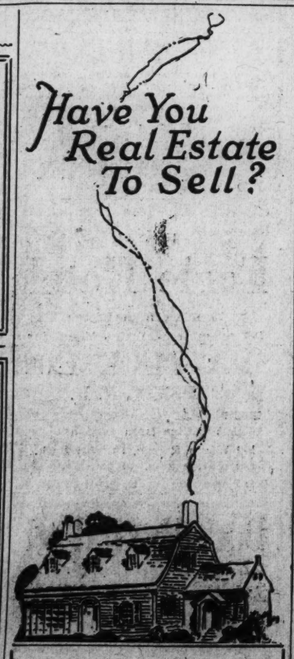
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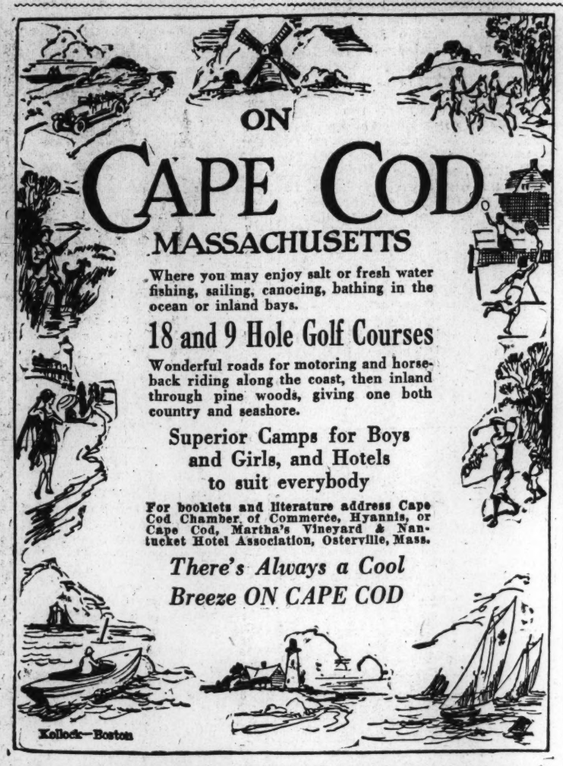
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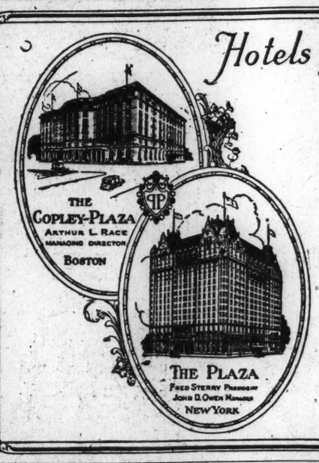
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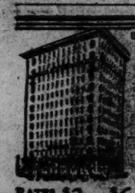


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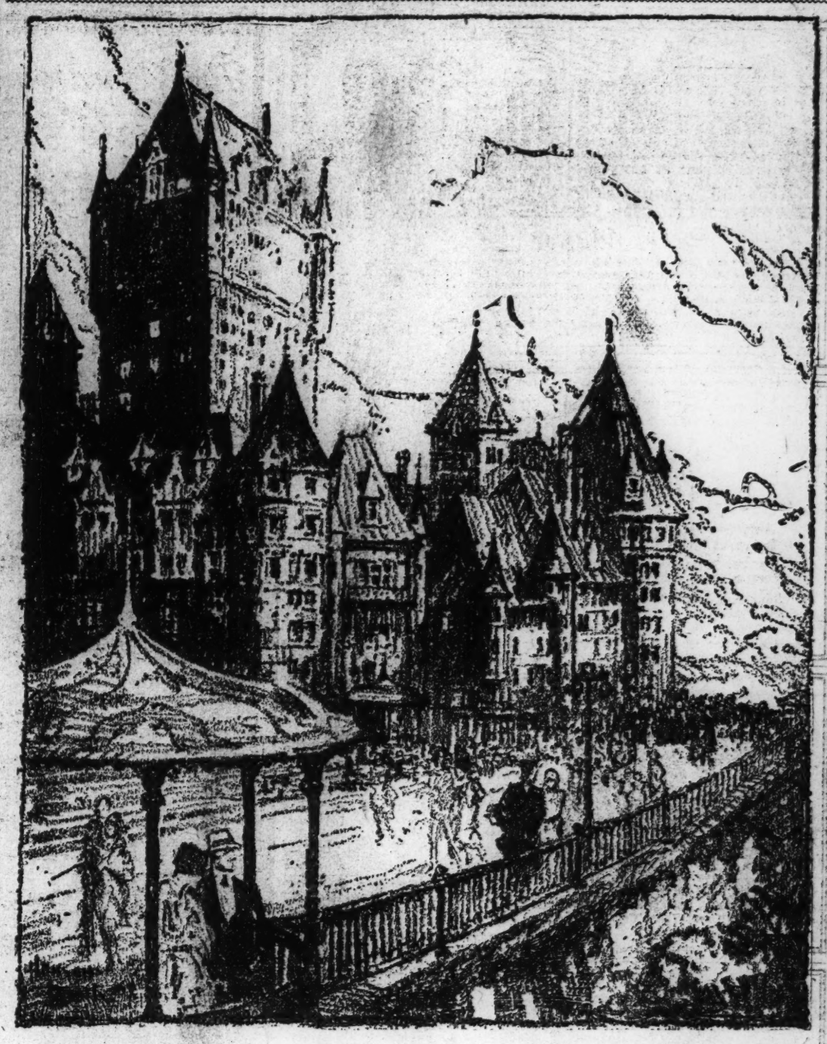
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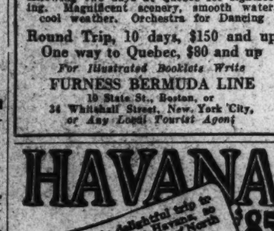
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STOCK MARKET MOVES WITHIN UNEVEN RANGE

Business on the Exchange Is Small and Tone Irregular

NEW YORK, May 14 (AP)—Considerable irregularity developed at the opening of today's market.

General Motors, whose directors declared an extra cash dividend of $4 after the market closed yesterday, opened a point higher at 126½ and then sold back to 126.

Du Pont showed an initial gain of 2¼, and Standard Gas & Electric, 1½. U. S. Steel common, Studebaker and Radio Corporation opened fractionally lower.

Failure of the market to respond to the General Motors dividend brought about a renewal of selling pressure soon after the opening. Du Pont lost all its gain, and sagged more than a point below last night's closing quotation.

Hudson dropped more than a point to within a fraction of the year's low, and Westinghouse Air Brake, International Telephone, Gotham Silk Hosiery and Louisville & Nashville sold a point or more below yesterday's final quotations.

Buying support was apparent, however, for Philadelphia Company, U. S. Distributing, Public Service 6 per cent, preferred and Nickel Plate common.

Renewed weakness of Italian lire, which broke another 15 points to 3.53½ on the withdrawal of Government support, featured the foreign exchange market. Demand sterling held steady at $4.85⅞, but the other European exchanges were heavy.

Successful Bear Drives

Bear drives against the equipment, merchandising, rubber and motor shares were successfully conducted in the late forenoon trading.

American Locomotive, Baldwin, Pullman and Westinghouse Air Brake were hammered down 1 to 3 points, and General Electric sagged 3¼. Recessions of a point or so took place in Woolworth, Kresge, Sears Roebuck and Montgomery Ward.

New low records for the year were esthblished by a half dozen motor and tire stocks, including Dodge, Jordan, Moon, Paige-Detroit, United States Rubber and Goodrich.

Call money renewed at 3¾ per cent.

Bond Prices Firm

In the face of unsettlement in the foreign list and lessened trading activity, a firm undertone was maintained in the bond market today. A moderate investment demand centered in standard railroad and public utility issues, with traders unable to arouse much interest in speculative operations.

The tense situation in Poland, created by the military revolt against the Government, brought increased liquidation of Polish bonds, depressing the 8 pe rcent issue more than a point to a new low record. The establishment of new low records by French francs and Italian lire also started fresh selling of these countries' obligations, but recessions were limited to fractions.

Arrangements were completed today by local bankers for a $3,000,000 loan to the Mansfeld Mining & Smelting Company of Germany. Negotiations also were said to be proceeding satisfactorily for a loan of about $3,-000,000 for the city of Lisbon, Portugal.

DIVIDENDS

Southern Pacific declared the regular quarterly dividend of $1.50, payable July 1 to stock of record May 28.

American Railway Express Company declared the regular quarterly dividend of $1.50, payable June 30 to stock of record June 15.

Solar Refining Company declared the regular semiannual dividend of $5, payable June 19 to stock of record July 29.

Standard Oil of Ohio declared the regular quarterly $2.50 common dividend, payable July 1 to stock of record May 28.

Standard Oil of Nebraska declared an extra dividend of 50 cents in addition to the semiannual dividend of $1.25 a share, payable June 21 to stock of record May 24.

Boston Wharf Company declared the regular semiannual dividend of 3 per cent, payable June 30 to stock of record June 1.

American Superpower Corporation declared dividends on the first preferred of $1.50 a share, and on the common stock of 30 cents a share, both payable July 1 to stock of record June 1.

Mahoning Investment Company declared a dividend of $1.50, payable June 1 to stock of record May 26.

Shell Transport & Trading Company, Ltd., declared a final dividend of 12½ per cent, making total dividends for 1925 of 22½ per cent the same as in the preceding year.

The Guantanamo Sugar Company declared the regular quarterly $2 preferred dividend, payable July 1 to stock of record June 15.

Union Pacific declared the regular quarterly $2.50 dividend on the common, payable July 1 to stock of record June 1.

The William Carter Company declared the regular quarterly dividend of $1.50 on the preferred, payable June 15 to stock of record June 10.

Underwood Typewriter declared two regular quarterly dividends of $1 a share on the common and 1¾ per cent on the preferred, both payable July 1 and Oct. 1 to stock of record June 5 and Sept. 4, respectively.

Alabama & Great Southern declared an extra of 5 per cent and the regular semiannual dividend of 3½ per cent on both ordinary and preferred stocks, the ordinary shares payable June 28 to stock of record May 24 and preferred Aug. 15 to stock of record July 12. The road is a subsidiary of Southern Railway Company.

American Locomotive declared the regular quarterly dividend of $2 a share on the common stock and $1.75 a share on the preferred, applicable to the increased capital issued in exchange for stock of Railway Steel Spring. The dividends are payable June 30 to holders of record June 11.

Boston & Albany Railroad declared the usual quarterly dividend of $2.50, due at this time, payable June 30 to stock of record May 29.

The Fair declared two regular monthly dividends of 20 cents each on the common, payable Aug. 1 to stock of record June 17 and July 20; also the regular quarterly dividend of 1¾ per cent on the preferred, payable Aug. 1 to stock of record July 20.

Simms Petroleum declared the regular semiannual 50-cent dividend, payable July 1 to stock of record June 15.

COMMODITY PRICES

NEW YORK, May 14 (Special)—Following are the day's cash prices for staple commercial products:

	May 14 1926	April 14 1926	May 15 1925
Wheat, No. 2 red..	1.34½	1.30	2.12⅜
Corn, o. 2 yellow..	.87½	.88⅜	1.33½
Oats, No. 2 white..	.52	.52	.56½
Flour, Minn. pat ...	8.50	8.50	8.70
Lard, prime	16.00	14.55	16.25
Pork, mess	37.00	36.00	37.00
Beef, family	24.00	25.50	22.00
Sugar, gran	5.40	5.00	5.60
Iron, No. 2, Phil..	23.26	23.26	21.76
Silver	.65	.64⅝	.67⅞
Lead	7.75	8.00	7.90
Tin	53.50	53.00	54.25
Copper	13.87½	13.75	13.625
Rubber, rib sm shts	.48¼	.51¼	.61
Cotton, M Uplnds..	18.85	19.45	22.30
Steel billets, Pitts.	35.00	35.00	35.50
Print cloths	.05¼	.05	.06¼
Zinc	7.75	7.40	7.25

NEW YORK BANK RATE

NEW YORK, May 14—New York Federal Reserve Bank made no change in its rediscount rate of 3½ per cent.

BANK OF ENGLAND

LONDON, May 14—The Bank of England discount rate remains unchanged at 5 per cent.

NEW YORK STOCK MARKET

(Quotations to 1:15 p. m.)

Sales	High	Low	Last May 14	Last May 13
100 Ahumada ..	8½	8½	8½	..
800 Air Reduc..	110¼	110	110¼	110½
900 Ajax Rub...	9¼	9	9¼	9
6200 Allied Ch....	113	110⅝	112	112⅝
200 Allied C pf.	120½	120½	120½	121¼
100 Alliance R..	50	50	50	..
600 Allis-Chal ..	80¼	80	80	..
2100 Amerada ...	25	25	25	25
400 Am Bosch...	17⅜	16⅝	16⅝	17
400 Am Br Bov	35	34½	35	..
2400 Am Can.....	43¼	42⅞	43¼	43¼
100 Am Car....	93	93	93	93½
100 Am Chain A	24⅜	24⅜	24⅜	..
900 Am&FPw ..	18	17½	17½	18¼
100 Am&FP pf..	90½	90⅜	90⅜	..
200 Am Ice....	123	123	123	123
1500 Am Loco....	94	93	94	94
100 Am Piano pf	93⅝	93⅝	93⅝	..
100 *Am P&Lt..	52¼	52¼	52¼	53
1000 Am Smelt...	115½	114⅝	115⅝	116
400 Am Steel ..	40¼	40¼	40¼	40½
600 Am Sugar .	69⅝	68	68	69⅝
600 Am T&T ..	143⅞	143⅝	143⅝	144
3500 Am WWrks	48	46½	46⅝	48
1800 Am Wool ..	23⅝	23⅛	23⅞	23½
700 Anaconda ..	45½	45⅛	45⅛	45½
200 Armour D pf	91½	91	91	..
900 Armour A..	15¾	15	15⅛	15⅛
1100 Armour B..	7⅜	7	7⅛	7
200 Asso DG....	40	39¼	39¾	..
100 Asso Oil	52	52	52	52⅝
300 Atchison ...	130⅞	130	130	130⅜
100 Atchison pf	99	99	99	98⅜
1400 Atl Birm&A	⅞	⅞	⅞	⅞
100 Atl Coast L.	193	193	193	195
100 AtlG&W I pf	39¼	39¼	39¼	39⅞
1600 Atl Refin ..	116¼	114	115¼	114⅝
400 Atlas Tack.	10	9⅞	10	..
5900 Baldwin ...	100⅞	99¼	100½	100½
100 Baldwin pf.	109¼	109¼	109¼	..
1000 Balt & Ohio	86⅝	86⅛	86⅝	86½
200 Balt & O pf	69	69	69	..
200 Barnsdall A	24⅞	24⅞	24⅞	25
500 Beth Steel .	38¼	38¼	38¼	38⅝
100 Beth Stl 7%.	100⅛	100¼	100¼	100
100 Booth Fish ..	4¾	4¾	4¾	4¾
100 Brit Stl 2pf	3¼	3¼	3¼	..
1600 Br Man Tr.	63¼	62⅜	63½	64¼
100 Br Man pf.	82¼	82¼	82½	..
100 Bruns Balke	26¾	26¾	26¾	26⅝
300 Burroughs ..	85	85	85	85
200 Bush Term..	25⅝	25⅜	25⅜	28
400 Bush T deb 91	89⅝	91	90	..
500 Butte & Sup	11½	11½	11½	11¾
200 Butterick ..	23	23	23	22¾
4100 Cal Pet	32½	32⅛	32⅜	32½
100 Callahan	1⅜	1⅜	1⅜	1⅜
500 Can Pac	157⅛	156½	157⅛	156⅝
300 Case pf	104½	104½	104½	104½
100 Cen Leather	8⅜	8⅜	8⅜	8⅜
100 Cen Lea pf.	46	46	46	46½
100 Cerro de P.	62¼	62⅛	62½	62⅜
100 Cert-Teed ..	39¾	39½	39¾	..
700 Chandler M.	14	13¾	14	13¾
900 Chandler pf.	30½	29⅞	30½	30
300 Ches & Ohio.	121¼	121¼	121¼	121½
100 Chi&Alton ..	7½	7½	7½	7½
200 ChiM&SP	10	10	10	10
400 CM&SP pf ct	16¼	16¼	16¼	16⅜
300 Chi&NW	69½	69½	69½	69½
200 Chi RI	49½	49⅛	49⅛	49
100 Chi RI 6%..	86½	86½	86½	..
200 Childs	48¼	48	48	48
400 Chile Cop...	32	32⅛	32⅜	32⅛
6900 Chrysler	29½	29⅛	29⅝	30
200 City Inv Co	40⅞	40⅝	40⅝	..
7400 Colo F&I ..	40⅞	38⅝	40⅝	39⅝
200 Col Carbon.	63	63	63	..
100 Col Gas	76	76	76	76⅛
300 Com Cred....	28¼	28	28¼	..
2100 Congoleum ..	14¼	13⅞	13⅞	13⅝
200 Con Dist...	3¾	3½	3¾	3¾
500 Con Gas	92	91½	92	91¾
400 Cont Can....	73⅞	73½	73½	73⅞
800 Cont Motors	10¼	10	10	10¼
100 Corn Prd...	38	38	38	38¼
1800 Cuba oC....	49	48	48	48⅝
700 Cub Am S pf	40½	40⅜	40⅜	..
4600 Dupont	209¾	206	208⅜	207⅝
200 Del Lac&W	133¼	133¼	133¼	133¼
200 Del&Hud	157¼	157	157	..
5000 Dodge A	24¾	24	24	24¾
200 Dodge pf ..	80⅝	80⅝	80⅝	80½
300 East Kodak	110¼	110	110⅛	110⅜
100 Elec Auto .	64	64	64	64½
600 Elec Boat ..	4⅞	4⅝	4⅞	4⅝
100 El L&PP pd	101	101	107	..
600 Elec L&P ct	18¼	18	18	18¼
100 Elec Refrig	64⅞	64⅞	64⅝	65
100 Emer-Brant.	1½	1½	1½	..
1100 Erie	31⅞	31½	31½	32⅛
100 Erie 1pf	33¼	33¼	33½	33⅜
100 Erie 2pf	33¼	33¼	33¼	33⅝
4600 Fam Play ..	123⅝	122⅛	122⅛	122⅝
100 First N P pf	98	98	98	98¼
3400 Fisher Bdy	83	80⅝	81	81⅞
1400 Fisk Rubber	15⅜	15½	15½	15⅞
100 Fisk 1pf sta.	80	80	80	..
700 Fleischm'nn.	40½	40	40	40⅝
2600 Freport Tx..	30⅜	30¼	30¼	31
200 Gardiner M..	7	7	7	..
2100 Gen Asphalt	63⅞	61⅞	63⅝	66⅜
8300 Gen Elec...	314	310½	310½	313⅜
100 Gen Elec Sp	11½	11½	11½	11⅝
69300 Gen Motors.	126⅜	124½	125⅝	125
100 Gen Mot7%.	114¾	114¾	114¾	115⅝
2200 *Gen Pet....	60½	60	60½	60⅜
200 Glidden	19⅝	19⅜	19⅝	19½
800 *Goodrich...	48½	47	47	48½
1700 Gothim Sti..	39⅜	37	39⅜	39
2700 Gothim pf..	103	101	102	100¼
300 Grt Nor Ore.	20¼	19½	19⅜	19½
200 Gulf Steel..	65	65	65	65
200 Gulf Stl 1pf.	109	109	109	..
200 Hartman ...	27¼	26⅞	27¼	27
100 Houston Oil.	58¼	58¼	58¼	58⅜
400 Howe So...	31½	31⅜	31⅜	..
300 Hud Man pf	37⅝	37½	37⅝	..
50900 Hudson Mo	63⅜	61⅞	62½	63
1700 Hupp Mot...	19⅝	19½	19½	19⅞
600 Ind Oil & G	24¼	24	24¼	24
100 Indian Rf pf	90	90	90	..
100 Ingersoll R.	90	90	90	..
500 *Inland St..	37⅛	36⅝	37⅛	36
200 Inspiration..	22⅝	22⅝	22	22⅛
600 Interboro R.	42⅜	42½	42¾	43⅜
500 Int Business	43⅜	43	43	..
100 Int Cement.	54½	54½	54½	55
100 Int Cmt pf.	103¼	103¼	103¼	..
3600 Int Comb..	44⅛	43⅝	43⅝	44
300 Int Harv..	115½	115	115	..
300 Int MMar pf	34⅞	34	34	34
600 Int Nickel..	33⅞	33⅜	33⅜	34
100 Int Paper..	46¾	46⅜	46⅝	46½
600 Int Tel & T.	119⅜	119	119	119½
4900 Jordan Mot	28¼	26½	26½	26½
200 Kan City So	39	38⅞	39	38¼
100 Kan & Gulf ..	¼	¼	¼	¼
900 Kennecott ..	52⅞	52½	52⅞	52⅜
200 Kresge	46½	46	46½	46½
6200 Lago Oil....	19⅝	19½	19½	19⅝
100 Laclede Gas.	152	152	152	..
800 Lambert Co.	41⅜	40⅜	41⅛	40⅜
300 Life Saver..	18	18	18	..
700 Loews Inc...	37	37	37	37½
300 Loft Inc....	7¼	7¼	7¼	7⅛
100 Long Bell A	46¼	46¼	46¼	..
400 Long G&E A.	24	23⅞	23⅞	24
100 Lou Oil Ref	14¼	14¼	14¼	14¼
700 Ludlum Stl.	34	33⅛	33½	34⅛
5900 Mack Tr....	110¼	108½	108½	110½
200 Mack Tr 2pf	105⅛	105⅛	105⅛	..
100 Macy	91	91	91	..
100 Magma Cop..	36½	36½	36½	36
200 Mallinson ..	18	18	18	18½
100 Mallinson pf	73	73	73	..
100 Man El Sup.	70	70	70	..
100 Man El Sup	52½	52½	52½	53¼
100 Maracaibo ..	22	22	22	22½
11000 Marland Oil	56¼	55⅝	55⅝	55⅞
200 Math Alkali	64	64	64	66¼
500 *Maytag	20¾	20¾	20¾	21½
100 Mex Seabd ..	7¼	7¼	7¼	..
700 Mid Cont	30¼	30⅛	30⅜	30¾
100 Mid States ..	1½	1½	1½	1⅝
100 Miller Rub	33	33	33	..
1200 Mo Pac	31	30¾	30⅜	31
700 Mo Pac pf	79¼	78⅝	79	79
1700 Mont PPw ..	77½	75⅝	77¼	76
6500 Mont Ward	61¼	59⅝	59⅝	61
1700 Moon Mot	23½	22½	23	23⅞
100 Motion Pic ..	21⅜	21⅜	21⅜	..
100 Motometer A	37¼	37¼	37¼	38
500 Mot Wheel ..	24⅞	24⅝	24⅝	..
100 Mullins Bdy	14	14	14	..
500 Murry Body	4¼	4	4	4
13500 Nash Mot ...	54⅛	53¼	54	54
600 Nat Bisc	83½	83¼	83¼	83¼
700 Nat Cash R	41⅞	41¼	41¼	41⅝
200 N.t Dpt Sto	26	25⅞	25⅞	..
100 Nat Dpt pf	2⅜	2⅜	2⅜	..
200 Nat Pw&Lt	18⅝	18⅝	18⅝	18⅝
100 Nat Supply	60	60	60	60
1000 NY Air-B A	60¼	60¼	60½	..
400 NY Central..	122⅜	122⅛	122⅜	122¼
200 *NY C&StL..	157	156	156	157¼
600 NY O&W ct	35⅞	35⅝	35⅞	35¾
100 NY St'm pf.	102	102	102	..
300 No Am....	46¾	46⅛	46⅛	46½
400 Norf&West	143½	143	143	144
300 No Pac.....	70	69⅞	69⅞	..
100 Norwalk T..	9	9	9	9
100 Oliwell	30⅜	30⅜	30⅜	..
200 Omnibus	16⅞	16¾	16¾	16½
200 Otis Elev...	112¼	112¼	112¼	..
100 Owens Bot..	58⅞	58⅞	58⅞	55½
400 Packard M..	34	33½	33⅞	33⅝
3800 Paige Det...	14	13⅜	13⅞	14
200 Pan-Am Pet.	64	63¾	64	63½
5800 Pan-Am B ..	66½	65¼	66¼	65
600 Pan-Am WB	38¼	38¼	38¼	..
2700 Panhandle ..	19¼	18¼	19¼	19⅜
400 Park Utah..	5⅞	5⅞	5⅞	..
100 Paths Ex A.	49	49	49	..
400 Penn RR....	51¼	51¼	51¼	51⅝
2700 Penn Seabd.	1¾	1¾	1¾	1¾
200 Peoples Bas.	118½	118½	118½	118⅞
300 Pere Marq..	82½	82	82	82¾
100 Pere M pf...	76⅝	76⅝	76⅝	76⅝
100 Pere M ppf.	86	86	86	..
7400 Phil Co	75	74	74	75
500 Phila Read..	38½	38	38	38½
100 Phil Read ct	37⅜	37⅜	37⅜	..
3200 Phillips Pet.	44⅞	44¼	44¼	44⅜
2000 Pierce-Ar ..	22⅝	21⅞	22¼	22⅛
500 Pierce-A	86	85½	86	87½
500 Pierce Oil...	1	1	1	1
100 Pierce Pet...	3⅞	3⅞	3⅞	3⅞
700 Pitts-Util pf	19⅞	19⅞	19⅞	19⅞
100 Postum C	83⅜	83⅜	83⅜	84½
400 Prod & Ref..	13	12	12	13
300 Pub Ser 6%..	99¼	99¼	99¼	..
100 Pub Ser 8%..	118	118	118	118
300 Pb Sv EG pf.	100	99⅜	99⅜	..
2100 Pullman	167¼	165	167¼	168
400 Pure Oil	26¼	26⅛	26½	26⅜
6300 Radio	42¾	41¼	42	41½
10 Ray Steel Sp	75¾	75¾	75¾	..
800 Ray Copper.	13¼	13¼	13⅜	13⅛
100 Rem Type..	93	93	93	93
300 Replogle Stl	9¼	9¼	9¼	9¼

Sales	High	Low	Last May 14	Last May 13
1200 Repub Stl ..	47⅞	46½	46½	..
1200 Reynolds S.	6¼	6⅜	6¼	..
200 Royal Dutch.	51⅝	51⅜	51⅝	51⅜
100 StL&SF pf..	87¼	87¼	87¼	..
300 StL SW	66	65½	66	65⅝
100 Seabd AL ..	29¼	29¼	29¼	29
600 Sears Roe..	47⅝	47¼	47½	48¼
1400 Shell Union.	25	24⅞	24⅞	24⅝
200 Shell Un pf.	106¼	106¼	106¼	106
100 Simmons	39½	39½	39½	39¾
2000 Sinclair	21	20⅝	20½	20¾
300 Sinclair pf..	93½	93	93	..
500 Sloss Shef...	118½	117	118½	117
200 So Dairies A	46	46	46	..
500 So Dairies B	29¾	29½	29½	29¾
200 So Pacific...	99¾	99¾	99¾	99¾
800 So Railway.	109¾	109¼	109¼	109½
500 So Ry pf....	91	90¾	91	90¾
100 *Spalding pf.	103⅝	103⅝	103⅝	..
12900 Sta Gas.....	54¾	53	53⅞	53¼
100 Sta Gas pf.	55⅞	55⅞	55⅞	56
2800 Sta Oil Cal	53½	53⅛	53⅜	..
3600 Sta O Cal n	53½	52⅝	52⅝	53¾
3200 Sta Oil NJ.	44¼	43½	44	43¾
200 Sta O NJ pf.	118⅞	118⅝	118⅞	119
1400 St-Warner ..	70½	70	70	71
11400 Studebaker.	49¾	49	49¼	49⅝
400 Sub Boat...	2¼	2¼	2¼	2⅜
200 Super Oil...	2¼	2¼	2¼	..
600 Symington...	8½	7⅞	8¾	..
400 Symngton A	16¾	16½	16⅝	..
500 Tenn Cop...	11⅞	11⅝	11⅝	..
2300 Tex Co.....	50¾	50½	50½	50½
600 Tex Gulf S.	132½	132¼	132	133
100 Tex P Coal.	13½	13½	13½	13⅝
1200 Tex&Pac ...	52½	52⅜	58⅛	52⅝
200 Third Ave..	35½	35¼	35¼	36
500 Timken	50	50	50	50⅛
3900 Trans Oil...	3½	3⅜	3⅜	3⅜
100 Twin City...	65⅞	65⅞	65⅞	..
200 Una Type...	53	52⅜	53	52½
200 Un Bag&P...	36	36	36	36
600 Un Carbon...	81	80⅞	81	81
5000 Un Oil Cal...	45¾	44⅝	45	44⅝
700 Un Pacific ..	147⅜	147	147⅜	147½
500 Un Pac pf...	78¾	78½	78⅝	78⅝
300 Uni Alloy....	28	28	28	..
900 Uni Fruit ...	103½	102	102	104
600 UniRyInv pf.	86	85½	85½	..
100 US CIPipe ..	163	163	163	164
10700 US Dist.....	54⅜	52½	54	52
200 US Ind Alco..	48⅞	48⅜	48⅞	48⅜
1000 US Realty...	56	55½	55½	55⅜
6400 US Rubber...	54½	53⅜	54⅝	55
200 US Rub pf ..	104	104	104	104½
8200 US Steel	120⅛	119½	120	120⅜
800 Univ Pipe...	17⅛	16½	17⅛	17⅛
100 Va-C Ch 7%..	93½	93½	93½	93
200 Van Raalte..	14½	13⅜	13⅜	..
1600 Vivaudou....	30	29⅜	29⅞	30¼
700 Wabash	38⅝	38⅝	38⅝	39
700 Wab pf A..	71	70⅜	70⅝	71⅜
800 Waldorf	19¼	19¼	19¼	19¼
400 Walworth ..	15½	15⅞	15½	..
100 Ward Bk B	26⅞	26⅝	26⅞	27
100 Wells Fargo.	4½	4½	4½	..
100 W Pen El A	91½	91½	91½	..
100 West Union.	138¾	138¾	138¾	..
800 Westg A B.	110¼	109½	109⅝	111
300 Westg Elec ..	67⅛	67	67⅛	67⅝
100 Westg El pf	80	80	80	..
500 Wheeling pf	40	40	40	40
300 White Eagle	26¾	26½	26½	26⅞
1100 White Mot..	52⅜	52⅜	52½	53½
200 Whi Rock ct	27	27	27	27⅜
33700 Willys-Over.	21⅜	18⅝	20¾	20⅜
300 Willys-O pf	95	94½	94½	95
100 Wilson pf n	43¼	43¼	43¼	..
100 WilsonA pf n	15½	15½	15½	16⅜
2000 Woolworth ..	143	141⅞	142	143½
700 Wor Pump..	24¼	24	24	..
800 *Wright Aer	28⅜	28	28⅜	28½
2900 Yel Truck ..	23⅜	22	22	23⅜
1200 Youngstown.	69	69	69	69½

LARGER PROFITS BY OIL COMPANY

Production of California Petroleum Increases

With its two newest units, Ventura Consolidated Oil Fields and the Mohawk Oil Company (both acquired late last year) operating at even higher efficiency, California Petroleum Company is showing increased production and profits.

Current output is averaging about 45,000 barrels of crude oil daily and the output of gasoline is running around 250,000 gallons a day. These are record figures for petroleum and "gas."

There has been a marked betterment in oil and gasoline prices in California during the last few months, particularly in the latter commodity. Gasoline on the coast is today 4 cents a gallon higher than in the late fall of 1925. The market for fuel oil has kept pace with gasoline prices and the trade position of fuel oil is better today than for a long time.

Had California Petroleum Company obtained the full benefit from its Mohawk Oil Company and Ventura Consolidated for all of 1925, final net profits would have amounted to more than $4 a share instead of the $3.60 a share reported earned on the 1,799,-005 shares.

In the first quarter of this year operating profits—after all charges and taxes, but before depletion—amounted to more than $2,000,000, or mere than $1 a share on the stock. This is a margin of better than 100 per cent above the current dividend of 50 cents quarterly.

California Petroleum entered 1926 with net current assets of $10,132,250. Working capital stands at present in the vicinity of $10,750,000, of which about 80 per cent consists of cash and oil and gasoline inventoried at the market.

DOMINION STORES SALES MAKE RECORD

Dominion Stores, Ltd., which is the largest chain store system in Canada, announced yesterday its sales record for the first quarter of 1926. In each of the three months sales were at new high record figures.

For the quarter they totaled $3,274,-756, compared with $2,606,814 in the corresponding period of 1925, an increase of $667,942 or 25.6 per cent. For March, sales were $1,143,581, compared with $901,493 in the corresponding period of 1925, an increase of 26.8 per cent.

On the basis of current sales the company's management estimates that 1926 sales should cross the $16,000,000 mark. In 1925 the company's sales exceeded $12,600,000.

While earning figures have not yet been made public the managcment estimates a 50 per cent increase in net over the 1925 period.

COLUMBIA MAN CHOSEN

SCHENECTADY, May 14 (Special)—Prof. Henry Franklin Giddings, head of the Department of Sociology and History of Civilization at Columbia University, has been selected as the honorary chancellor for the 1926 commencement exercises of Union College and will deliver the address June 14, according to an announcement by Pres. Charles Alexander Richmond.

BROKERS' LOANS INCREASE

WASHINGTON, May 14 (AP)—Loans to brokers and dealers held by the New York City Federal Reserve member banks totaled $2,489,291,000 for the week ended May 5, as compared with $2,463,697,000 for the week ended April 28, Federal Reserve Board figures show.

AMERICAN GAS REDEMPTION

The American Gas Company has called for redemption on July 15 its 10-year 7 per cent convertible bonds, due Jan. 16, 1928, at 102 and accrued interest.

ANGLO-AMERICAN OIL DIVIDEND

LONDON, May 14—The Anglo-American Oil Company, Ltd., has declared a dividend of 30d. a share. A dividend of the same amount was paid at this time last year.

SOUTHERN DAIRIES, INC.

The Southern Dairies, Inc., reports to the stock exchange for the year ended Dec. 31, 1925: Net sales, $8,256,941; net, $1,414,322; depreciation and interest, $511,263; federal taxes, estimated $60,-000; other deductions, $164,938; net income, $678,121.

BOSTON STOCKS

(Quotations to 1:05 p. m.)

Sales	High	Low	Last May 14	Last May 13
5 Am Pneu....	4	4	4	4
15 Am Pne 1pf	47¼	47¼	47¾	..
25 Am Sugar pf	95½	95½	95½	..
141 Am T&T....	144	143½	143⅝	144
17 Am Wool pf	71	71	71	71

HIGHER PRICES IN LIVE STOCK QUITE GENERAL

Hogs Lead Upturn to Peak of Year—Fat Steers and Yearlings Up

CHICAGO, May 14 (Special)—Fat steers and yearlings came back about 25 cents, smaller loadings, better distribution and continued broad shipper demand providing the stimulating factors on the Chicago livestock market this week.

Hogs soared to levels which frightened both large killers and shippers, with the result that part of the upturn was lost, although net gains over a week earlier were 15 to 25 cents on butchers of all weights, packing sows showing more advance. Porcine receipts continued under expectations, and demand for product was broad.

In sheep an almost negligible supply of old crop offerings, the last of the season, sold higher, but the spring lamb movement is on, and new croppers sold weak to 25 cents lower. The market on aged sheep slumped emphatically.

Nearly everything was rolling in fat in the steer contingent, a feature which is responsible not only for remarkably high dressing percentages, but also for a skimpy supply of thin stockers now wanted for spring pastures. In the main it was an $8.50 to $9.75 market, hundreds of loads of long fed steers going at $9.25 to $10.

As prices worked higher under protest from killers who were faced with a lazy dressed market, a liberal sprinkling of Nebraska steers scaling 1350 to 1525 pounds made $10 to $10.15, the extreme top being $10.35. Steers at $8.25 downward to $7.75, while common in quality, usually carried a comfortable layer of flesh, plenty of corn having had the effect of getting not only steers but cows and heifers much fatter than usual.

Choice yearling steers were absent, stopping at $9.90, light heifers topping the yearlings contingent at $10.15. Light heifers at $8@9 and upward to $9.50 and better were numerous but active, their selling tenor being in sharp contrast with other classes of she-stock which lost 25 cents on lifeless sessions.

After reaching $14.40 light hogs dropped to $14. At the high time the average daily cost mounted to $13.48, nearly 80 cents over the year's previous high time. Packing sows jumped to $12.25@12.50 and even after the general market became topheavy, closed at $12.25@12.40, largely $1.50 over April 1.

Broad domestic consumption and seasonally small storage holdings of product, especially lard, have stimulated the market until heavy hogs are selling unseasonably high as contrasted with lights.

About 50 loads of California springers invaded the market, selling after a short at $16@16.50. The country showed interest in the buts at $13.25@13.50, New York and Illinois buying. It is believed that the peak of the California movement has been reached.

Old crop lambs have well nigh disappeared, clipped offerings reaching $15.25, and a few wool skins at $15.50@15.75. Native springers remained scarce. At the close best wooled ewes were stepping around $8.50, shorn ewes selling at $7.50 downward.

FOREIGN HOLDERS OF FRENCH SECURITIES AND NEW FRENCH LAW

PARIS, May 14—Foreign holders of French securities, if they live abroad, are in no way affected by the recent law establishing a system of registration of coupon payments, according to the Ministry of Finance. The "carnet de coupons," which everybody habitually resident in France is required to present when French coupons are cashed and the payment marked down in a book which must always be accessible to tax officials, does not apply to coupons cashed abroad.

Nor does it apply to foreigners temporarily in France and, desirous of cashing their French coupons while in France. In the latter case an affidavit must be presented with the visa of a French authority, under a law dating from 1914. The number of such people is inconsiderable, but in order to assist them it is provided that the visa can be obtained at the same office as the passport visa, and there is to be no charge.

Under the short-lived law of 1924, which instituted the system of "bordereaux de coupons," since abandoned, even the foreigner residing abroad had to present an affidavit, duly vised by a French consular authority, in order to cash a French coupon. This provision aroused bitter protest everywhere and led to sales of French securities. In drafting the law of April 4, last, Parliament was careful not to repeat its mistake.

PNEUMATIC SERVICE EARNINGS INCREASE IN SECOND QUARTER

The American Pneumatic Service Company reports for the quarter ended March 31, 1926, consolidated net income after depreciation, interest, etc., but before taxes, of $82,658, equal after first preferred dividends to 45 cents a share on the 125,487 shares of second preferred stock. This compares with $75,831, or 39 cents a share, in the first three months of 1925.

As of March 31, 1926, the consolidated balance sheet showed current assets of $2,891,546 and current liabilities of $506,435.

The Lamson Company, American Pneumatic subsidiary, reports for the quarter ended March 30, 1926, net after all charges except taxes of $100,285, equal to 84 cents a share on its 119,427 shares of capital stock. This compares with net of $92,477, or 77 cents a share, in the corresponding period last year.

The balance sheet as of March 30, 1926, showed current assets of $2,799,796 against current liabilities of $134,268. Sales for the first three months of 1926 totaled $784,866 compared with $845,073 in the first quarter last year.

Unfilled orders at the end of March amounted to $764,297, compared with $815,786 at the end of March, 1925, and to $950,654 as of Jan. 1, 1926.

BARNET LEATHER CO.

Barnet Leather Company net profit of $75,044 after depreciation and federal taxes for quarter ended March 31, 1926, is equal after 7 per cent preferred dividends to $1.43 a share on 40,000 no-par common shares, compared with $68,448 or $1.05 a share in first quarter of 1925.

PITTSBURGH COAL CO.

PITTSBURGH, May 14—Open shop mines of Pittsburgh Coal Company, operating independently of United Mine Workers of America, attained a production of 50,000 tons a week for the first time during the week ended last Saturday, 17 mines loaded 50,162 tons.

WELLS FARGO DISTRIBUTION

Wells-Fargo Company has ordered a capital distribution of $2 a share, payable June 1 to stock of record May 25. Directors were re-elected.

STRUCTURAL STEEL ORDERS

Orders for structural steel in the last week were heavy, amounting to 49,000 tons, while pending inquiries aggregate about 35,500 tons.

NEW YORK BOND MARKET

(Quotations to 1:05 p. m.)

	High	Low
Am Ag Chm 7½s '41	104	104
Am Smelting 5s '47	100¾	100⅝
Am Smelting 5s '47	107½	107½
Am Sugar Refining 6s '37	104¾	104¾
Am T & T col 4s '29	98	98
Am T & T col 5s '46	103	103
Am T & T sf 5s '60	100¾	100⅝
Am T & T deb 5½s '43	106	105¾
Am Type Founders 6s '40	103¾	103½
Am W W & Elec 5s '34	97¾	97¾
Anaconda Cop 6s '53	103½	103
Anaconda Cop 7s '38	105⅝	105¼
Andes Cop deb 7s '43	99¼	99¼
Ann Arbor 4s '95	81	80¾
Anglo-Chile 7s '45	98¼	98¼
Armour & Co 5½s '43	93¼	93⅛
Atch T&SF adj 4s '95	87⅝	87⅝
Atch T&SF 4s E Ok div '28	99½	99½
Atl Coast Line 7s '30	106¼	106½
Atl & Danv 1st 4s '48	81⅝	81⅝
Atl & Danv 2d 4s '48	69½	69¼
Atl & Yadkin 4s '49	81¾	81½
B&O 1st 4s '48	92	91⅞
B&O cv 4½s '33	97	96¾
B&O rfg 5s '95	98¼	98¼
B&O 1st 5s ct '48	104⅜	104⅜
B&O 6s '29	103½	108¼
B&O rfg 6s '95	108½	108¼
B&O 5s ct Swn div	101¼	101¼
Barnsdall Corp 6s '36 ct	99¾	99½
Bell Tel of Pa rfg 5s '60 C	103¼	103¼
Beth Steel p m 5s '36	97⅝	97½
Beth Steel con 5½s '53	93⅜	93¼
Beth Steel ron 6s A '48	99	99
Boston & NY Air Line 4s '55	75½	75½
Botony Cons Mills 6½s	89	89
Brier Hill Steel 5½s '42	102¾	102
Broadway & 7 Av con 5s '43	71⅝	71⅝
Bklyn City Ry 1st 5s '41	95	95
Bklyn Edi gen 5s A '49	104	103⅝
Bklyn-Man Tr sf 6s '68	96¾	96¾
Bklyn Un Gas 5½s	133	133
Buff R & P 4½s '57	90⅞	90⅞
Bush Term con 5s '55	96	96
Bush Term Bldg 5s '60	99	99
Cal Pet sf 6½s '38	104	104
Can North 4½s	97¼	97¼
Can North deb 6½s '46	118⅝	118⅝
Can Pacific deb 4s	85¼	85⅛
Carolina Clin & O 6s '38	103	103
Carolina Clin & O 6s '52	108¼	108¼
Cen RR of NJ 5s '87 reg	110¼	110¼
Cen Leather 1st 6s '45	101½	101½
Cen Pacific 1st 4s '49	91⅜	91⅜
Cen RR NJ gen 5s '87	111	111
Cen Pac 5s '60	101¾	101½
Ches & O cv 4½s '30	99	99
Ches & O gen 4½s '92	96¾	96¾
Ches & O con 5s '39	104⅜	104⅜
Ches O Craig Val	100⅜	100¼
Chi R & Q gen 4s '58	93½	93½
Chi R & Q rfg 5s '71	105¾	105¾
Chi Conn 5s	48¾	48¾
Chi Gt West 4s '59	65⅜	65¼
Chi Ind & L gen 5s '66	98	98
Chi M & St P gen 4s '89	84½	84½
Chi M & St P fludd 4s '25	49¾	49¾
Chi M & St P cv 4½s '32	49¾	49¾
Chi M & St P cv 5s 2014	49¾	49¾
Chi M & St P col 6s '24	104½	104½
Chi M & StP 4½s '32 ct	49	49
Chi M & St P 4s '25 ct	49	48¾
Chi Railway 5s '27	71⅝	71½
Chi R&P rfg 4s '34	91¼	91
Chi St P M&O deb 5s '30	100	100
Chi Ter Ha & SE in 5s '60	79	79
Chi Un Sta 4¼s A '63	96¼	96¼
Chi & Alton rfg 3s '49	69¼	69¼
Chi & East Ill 5s '51	77¼	77¼
Chi & Erie 1st 5s '82	104⅝	104⅝
Chi NW 3½s	77	77
Chi & Nw rfg 5s 2037	103¼	103⅛
Chi & Nw sf 5s '29	101¼	101⅛
Chi & Nw 7s '30	107⅜	107⅜
Chile Copper col 6s '32	107¼	107⅛
Cin Gas & Elec 5s '56	102	102
Cin Ham & Dav 2d 4½s '37	97¼	97½
Clev CC&StL rfg 5s D '63	103⅛	103⅜
Clev CC&StL rfg 6s A '29	103¼	103¼
Clev CC&StL 6s C '41	105¼	105¼
Clev Un Term 5½s '72	106⅝	106⅞
Colum Gas & Elec 5s '27	100¼	100¼
Commercial Cable 4s 2397	81	80½
Commonwealth Pow 6s '47	104¼	104⅛
Conn Ry & Lt Co 4½s sta	91⅞	91⅞
Con Coal (Md) rfg 5s '50	80	80
Con Gas 5½s '45	106	106
Cont P & B Mills 6½s '44	75	75
Crown Cork & Seal 6s '42	92	92
Cuba Co 6s '31	102⅝	102¼
Cuba Cane Sug deb 8s '30	97	97
Cuban-Am Sug col 8s '31	108¾	108¾
Cuban Dom 7½s '44	83½	83½
Cumberland T&T 5s '37	101⅞	101⅞
Cuyamel Fruit 6s '40	94	94
Den Gas & El 5s sta	97½	97⅜
Del & Hudson rfg 4s '43	94⅛	94⅛
Del & Hudson cv 5s '35	110	110
Del & Hudson 5½s '37	105	105
Del & Hudson 7s '30	108¼	108¼
Den Gas & Elec 5s '51	97½	97½
Den & Rio G 4m 5s '28	93¾	93¾
Den & R G W m 5s '55	65	64⅝
Det M & Tl Dodge 4s '51 ct	44	44
Detroit Ed rfg 5s '49	102¾	102¾
Dodge Bros sf 6s '40	94¼	94
E Cuba Sug 7½s sf	105¼	105
E Tenn V&G con 5s '56	105⅞	105⅞
Elk Horn Coal 6½s	99½	99¼
Empire Gas & F 7½s '37	101⅜	101⅜
Empire Gas & F 6½s ct	97⅝	97⅞
Erie 1st con 4s '96	79⅜	79⅛
Erie cv 4s D '53	73½	73¼
Erie gen 4s '96	70	69¾
Erie & Jersey 1st 6s '55	109¾	109¾
Fed Metal 7s '34	92¼	93¼
Fla East Coast 5s new	99⅝	99½
Fla East Coast 5s '74	99⅝	99½
Fonda Johns & G 4½s '52	61	60
Fr Smith Lt & Trac 5s '36	81½	81½
Gen Pet 5s '40	99¼	99¼
Gen Refractories 6s '52	101	101
Goodrich 1st 6½s '47	106½	106½
Goodyear Tire 8s '41	110¼	110¼
Goodyear Tire 8s '41	121	121
Gould Coupler 6s	88¼	88
Grand Tk Ry Can 6s '36	107¾	107¾
Great Northern 5s '73	102	102
Great Northern 7s '52	107	106¾
Great Northern 7s '36	114	113¾
Green Bay & West deb B	16	16
Hershey Choc 5½s '40	101¾	101
Hocking Valley con 4½s '99	96¼	96¼
Hud & Man adj 5s '57	80¾	80⅝
Hud & Man rfg 5s '57	96¾	96¾
Humble Oil 5½s '32	102¾	102¼
Ill Cen 4s '52	92	91⅜
Ill Cen 4s '53	88¾	88¾
Ill Cen 5½s '34	103¼	103¼
Inland Steel 5½s	99¼	99¼
Inspiration Cop 6½s	101¾	101¾
Inter Rap Tran rfg 5s '66	74¾	73¾
Inter Rap Tran 5s sta '66	73	72¾
Inter Rap Transit 6s '32	77¼	77
Inter Rap Trans 7s '32	94¼	94¼
Int Agr 5s	96	96
Int Mer Mar col 6s '41	92⅞	92⅝
Int Paper rfg 5s A '47	94⅝	94⅝
Int Paper 6s '55	98⅜	98⅝
Int & Gt Nor adj 6s '52	67⅞	67½
Int Tel & Tel 5½s	112	111⅝
Kan City Pts&Mem 4s '36	93¾	93¼
Kan City So 1st 3s '50	75¼	75⅛
Kan City So rfg 5s '50	98½	98⅜
Kan Citl Term 1st 4s '60	87⅞	87½
Kan Gas & Elec 6s '52	105⅝	105⅝
Kings Co Elev 4s sta	80	79⅞
Kings Co El L & Pow 6s	123¾	123¾
Lack Steel con 5s '50	100	99⅞
Laclede Gas 5½s '53	104	103¾
Lake Erie & W 2d 5s '41	99¾	99¾
Lake Shore & MS deb 4s '28	98⅞	98⅝
Lehigh Val con 4s 2003	84⅞	84⅞
Lehigh Val 5s 2003	102⅝	102⅞
Louis, Cin & Lex 4½s '31	100	99⅞
Louis Gas & Elec rfg 5s '52	99¾	99¾
L&N 5s B	107	107
L&N 5½s C 2003	99⅝	99⅜
L&N 7s '30	107¼	107¼
L&N S Mon col 4s '52	87⅜	87⅜
Mannat Ry con 4s '90	66	66
Market St Ry gold 7s '40	97½	97½
Met Edison rfg 5s '53	100¾	100
Mich Cen 5s reg	101	101
Mich Cen 4s '40	95⅝	95⅝
Midvale Steel col 5s '36	96⅝	96⅝
Mil El Ry & Lt 1st 5s '61	95⅝	95⅝
Mil Gas Lt 4s '27	99¼	99¼
Min & St L rfg 5s	13⅝	13
Min & StL 1st rfg 4s '49	19⅜	19⅜
Min St P & SSM 4s '38	90⅝	90⅞
Min St P & SSM 6s '46	102¼	102¼
Min St P & SSM 6½s '31	103	103
Mo Pac 1st 5s '65	87⅜	87⅜
Mo K & T pl 4s B '62	84¾	84¾
Mo K & T adj 5s A '67	93¾	92⅝
Mo Pac gen 4s '75	71¼	71
Mo Pac rfg 5s '65	88⅜	88¼
Mo Pac 5½s '49	106¾	106½
Mobile & Birm 4s 45 small	54½	54½
Mobile & O StL & C 4s '21	92	92
Montana Power 5s A '43	101¼	101¼
Murray Body 6½s '34	89⅞	89⅞
N O Terminal 4s '56	86¾	86¾
N O T & M 5s B '54	100⅝	100⅝
N O T & M 5½s '54	105	105
N O & N E im 4½s '52	97½	97½
N O Pub Ser 5s A	95½	95½
NYC&HR con 4s '98	89⅝	89⅝
NYC&HR deb 4s '34	96⅞	96⅞
NYC&HR rfg&im 4½s 2013	97¼	97¼
N Y Chi & St L 1st 4s '37	94¾	94¾
N Y Chi & St L 5½s '74A	104	103⅞
N Y Chi & St L 6s A '37	103¼	103¼
N Y Dock 4s '51	85¼	85¼
N Y Edison rfg 6½s '41	119⅝	119⅛
NY NH&H deb 4s '57	65⅝	65½
NY NH&S nc deb 6s '48	130	99¾
N Y Ont & W rfg 4s '92	73	72⅞
N Y Ry inc 6s '35	33	33
N Y Ry 6s A	87½	87½
N Y State Ry con 4½s '62	54⅛	54⅛
N Y S Rys 6½s B '62	72	72
N Y Sus & W rfg 5s '37	83½	83½
N Y Tel gen 4½s '39	98¾	98¾
N Y Tel rfg 6s '41	108¼	108⅜
N Y Westchester & B 4½s '46	74½	74½
Niag Lock & O P 5s '55	101	100⅝
Nor & W div 4s '44	93⅝	93⅝
Nor Am Cem 6½s	98	98
Nor Am Ed ref 6½s '48	105⅝	105⅝
Nor Ohio Tr & Lt 6s A '47	95¾	95¾
Nor Pac gen 3s '47	85¾	85¾
Nor Pac 4s B 2047	92¾	92¾
Nor States Pow 5s A '41	100⅝	99⅞
Northwest Tel Co 4½s	97½	97½
Ogden & L Cham 4s '48	80¾	80¾
Ont Pow Niag Falls 5s '43	102	102
Ore Ry & Nav con 4s '46	81⅞	81⅞
Ore Short Line gtd 5s '46	107	107
Ore Wash RR&N 4s '61	87	86⅝
Otis Steel 7½s B '47	102¾	102¾
Pac Gas & Elec 5s '42	100	99¾
Pac T & T rfg 5s '52	101⅞	101⅞
Pan-Am Pet & T 6s '34	106⅜	106⅜
Paramount 5½s	96⅞	96½
Penn RR gen 4½s '65	99	98½
Penn RR 5s '64	102½	102¼
Penn RR gen 5s '68	106¼	106
Penn RR gold 6½s '36	113	113
Penn RR col 7s '30	107⅞	107¾
Pere Marq 4s '56	88	87⅝
Pere Marq 5s '56	103¾	103¾
Phil Co rfg 6s '44	105⅞	105
Philippine Ry 4s '37	43	42½
Port Art C & Dock 6s '53 A	105¼	105¼
Port Elec Pw 6s '47	101	101
Port Ry Lt & P 7½s '46	106	106
Pressed Steel Car 5s '33	96	96
Pub Svc El Pow 6s '48	107½	107⅝
Pub Svc E & G 5½s '64	105	105
Pub Svc NJ 6s '44	103⅜	103⅝
Punta Alegre Sug 7s '37	106½	106½
Read rfg 4½s '97	97⅝	97⅝
Reming Arms s f 6s '37	86½	86
Rep I & S s f 5s '40	99⅜	99
Rep I & S rfg 5½s '53	94½	94¼
Rio G Junction 5s '39	101	100½
Rio G & W col 4s '49	83	83
Rock I Ar&Lou 4½s '34	93⅞	93⅞
St L I M & S rfg 4s '29	97¾	97¾
St L I M & S 4s R&G dv '33	93⅝	93⅝
St L & S F 4s A '50	84⅝	84
St L & S F 5s B '50	99½	94⅞
St L & S F 6s C '28	102½	102½
St L & S F adj 6s '55	96⅞	96⅝
St L & S F inc 6s '60	90¾	90
St L S W con 4s '32	94⅝	94⅜
St P U Depot rfg 5s '72	103½	103½
Saks & Co s f 7s '42	110½	110½
San Ant & Ar P 1st 4s '43	88⅝	88⅝
Seabd A L adj 5s '49	97	97
Seabd A L con 6s '45	94½	94⅛
Seaboard All Fla 6½s '35	55	55
Sierra & San F Pow 5s '49	95¼	95
Sinclair Cn O 6s	105¼	104
Sinclair Cn O col 6½s '38	98⅞	90⅞
Sinclair Cn O col 7s '37	96	96¾
Sinclair Cru O 6s '38	101	100⅞
Sinclair Pipe L s f 5s '42	90⅞	90⅝
Skelly Oil 6½s '27	135	133½
So Bell Tel & Tel 5s '54	102⅞	102⅞
So Pacific cv 4s '49	98¼	98¼
So Pacific rfg 4s '55	92⅝	92⅝
So Ry 5s reg	104	104
So Ry gen 4s '56	85⅛	85⅛
So Ry con 5s '94	107½	107⅓
So Ry gen 6s '56	113½	113¼
So Ry gen 6½s '56	116½	116¼
So west Bell Tel rfg 5s '54	102⅞	102⅞
Spokane I & S 5s '55	84½	84¼
Stand Mill 5½s '45	100	100
Tenn Elec Power 6s '47	105½	105⅜
Tex & Pac 1st 5s 2000	92	92
Third Ave rfg 4s '60	60⅜	60¼
Third Ave adj 5s '60	60⅜	60¼
Twenty-Third St Ry 5s	73	73
Tol Edison 1st 7s '41	108⅜	108⅜
Tol Trac Lt & Pow 5½s	98	98
Trumbell Stl 6s '40	95½	95¼
Ulster & Del con 5s '28	70	70
Un El Chi 5s	81	81
Union Oil Cal 5s '31	97½	97⅜
Union Pac 1st 4s '47	94⅞	94½
Union Pacific rfg 4s 2008	89¾	89⅜
nUnion Pacific 6s '28	102⅝	102⅝
U S Rubber 5s '47	94¾	94
U S Rubber 7½s '30	108	108
U S Steel s f 5s '63	107½	107
Utah Lt & Trac 5s '44	92¼	92
Utah Pow & Lt 5s '44	97¾	97½
Va-C C s f 7s ct pp	105¼	105¼
Va Ry 5s '62	102⅝	102⅝
Va Ry & Power 5s '34	98⅞	98¾
Wabash 1st 5s '39	103	103
Wabash 5½s '75	103⅜	103⅝
Walworth 6s '35	95	95
Warner Sug 7s '39	25	25
Warner Sug Rfg 7s '41	80	80
Wa Tel 4s	89⅝	89⅝
Western Electric 5s '44	102½	102½
Western Maryland 4s '52	71⅝	71⅝
Western Pac 6s B '46	104	104
West house El & Mfg 7s '31	105⅞	105⅞
Wheel & L E 4½s '66	88⅛	88⅛
White 6s	95½	95
Winch R Arms 7½s '41	103½	103½
Wis Cen gen 4s '49	85¼	84⅝
Youngstown S & T 6s '43	103⅞	103

FOREIGN BONDS

(Quotations to 1 p. m.)

Alpine Mt Stl 7s '55	90⅝	90⅜
Argentine Gov 6s '59 June	98¼	98⅛
Argentine Gov 6s '57 A	98⅞	98⅝
Argentine Gov 6s wi '60	98¼	98¼
Argentine 6s '58 B	98⅝	98⅝
Argentine Gov 7s '27	101⅜	101⅜
Argentine Gov 6s '59 Oct	98¼	98⅛
Austrian Gov 7s '43	100½	100⅜
Australia 5s '55	98¾	98
Belgium (King) 6s '55	84⅞	84¼
Belgium 7s '55	94⅛	94⅛
Belgium (King) 7½s '45	108⅛	108⅛
Belgium (King) 8s '41	107	106⅝
Berlin 6½s '50	87½	87½
Bogota (City) 8s '45	101½	101¾
Bolivar (Rep) 8s '47	101⅞	101⅞
Bordeaux (City) 6s '34	85¾	85
Brazil (Cen Fi Ry 7s '52	103½	103½
Brazil 7½s '52	105	105
Brazil (US) 8s '41	103½	103½
Bremen (State) 7s '35	95	94¾
Buenos Aires 6½s '57	101	101
Cant (Dom) 4½s cts '36	98¼	98
Can (Dom) 5s '31	101⅞	101⅞
Can (Dom) 5½s '29	102½	102⅝
Bk Chile 6½s ct '57	97⅝	97⅝
Chile (Rep) 8s '41	105⅞	106
Con Gas Jap 7s '45	92¼	92¼
Cuba (Rep) 5½s '53	102	102
Czechoslov (Rep) 8s '51	101⅜	101
Czech (Rep) 8s B '52	100⅝	100⅝
Czech (Rep) 7½s '45	97⅝	97½
Denmark (King) 6s '42	103⅞	103⅞
Dominic (Rep) sf 5½s '42	98¼	98¼
Dutch E I 5½s (Mar) '54	102⅝	102½
Dutch E-I 5½s (Nov) 54	102½	102½
Dutch E Indies 6s '47	104⅝	104½
Dutch E Indies sf 6s '62	104⅞	104⅝
Est R R 7s '54	93¾	93
Finland (Rep) 7s '50	97	97
French Na S S 7s '49	80¼	80
Framerican Dev 7½s '42	85	89
French (Rep) 7s '49	90	89¾
French (Rep) 7½s '41	99¼	98½
French (Rep) 8s '45	101½	101¾
Ger Gen Bk 7s '50	97½	97¼
German El Pow 6½s '50	88	87½
German 7s '49	103⅜	103¼
German G E 7s '45	98¼	98¼
Haiti (Rep) 6s '52	97⅞	97⅝
Hung Mun 7½s rcts '45	88¾	88⅝
Ind Bk Jap 6s '27	100	100
Italy (King) 7s '51	90	89½
Jap (Im Gov) 2d 4s '31	86¾	86¾
Jap (Im Gov) 6½s '54	95	94⅞
Jurgens U M W 6s '47	107⅛	107
Marseilles (City) 6s '34	85	85
Mex I R R 4½s '51	35½	35
Montevid (City) 7s '52	100	100
Nord Rys 6½s '50	78½	78½
Norway 5½s '65	96¾	96⅝
Norway (King) 6s '43	100¾	100¾
Norway (King) 6s '44	100¾	100½
Oriental Dev Ltd 6s '52	91	91
Oslo (City) 8s '45	104½	104½
Panama (Rep) 5½s '53	102½	102½
Paris-Lyons Med 6s '58	75½	75¼
Paris-Lyons int ctf 7s '58	85	85
Prani-Orleans 7s '42	84½	84½
Peru 7½s	87¾	87¾
Peru 8s '44	103½	103½
Poland 8s '50	84⅝	84
Porto Ale (City) 8s '61	101	101
Rhinelbe 7s war	96½	96⅜
Queensld (State) 7s '41	112	112
Rhinelbe 7s	96⅝	96¼
Rima Steel Corp 7s '55	88	88
Rio de Jan (City) 8s '46	100⅜	100⅜
Rio de Jan (City) 8sc '47	101¼	101¼
Rio G do Sul (State) 8s '46	103½	103½
Salvador (Rep) 8s '48	106½	106¼
Sao Paulo (State) 8s '50	104	103⅞
Saxon Pub Wks 7s '45	95	94⅝
Serbs Cro & Slov 8s '62	91	90½
Swiss Gov 5½s '46	104	104
Tokyo El Pow 7s '55	92½	92
Tokio (City) 5s '52	70½	70½
Tyrol 7½s	86	96
U G Gt Br & I 5½s '29	118⅜	118½
U K Gt Br & I 5½s '37	104⅝	104⅛
Uruguay (Rep) 8s	109	109
Urtiguay (Rep) 6s rct '60	96⅝	96½

LIBERTY BONDS

(Quotations to 1.00 p. m.)

	Open	High	Low	May 14	Last May 13
3½s '47	...100.23	100.23	100.23		100.25
3½s rg					100.23
1st 4s '47	.102.19	102.19	102.19	102.19	102.20
2d4¼s'42	.100.26	100.28	100.25	100.26	100.26
2d4¼s rg	.100.23	100.23	100.23	100.23	100.25
3d4¼s '28	.101.8	101.10	101.8	101.10	101.9
4th4¼s '32	.103.5	103.7	103.5	103.7	103.5
4th4¼s rg					103.5
Us 4s '54	.104.11	104.11	104.11	104.11	104.10
US4½s	'52.108.13	108.13	108.10	108.10	108.10
US3½	'56.101.12	101.12	101.12	101.13	101.13

Quoted in thirty-seconds of a point.
For example, read 102.8 as 102 8-32.

COMMERCIAL SOLVENTS TO RETIRE "A" STOCK

Commercial Solvents for the quarter ended March 31, 1926, report net profit of $321,889 after depreciation, interest, reserve for taxes, equal, after dividends on $8 first preferred and 14 class A stock, to $5.53 a share on 47,299 shares of no-par class B stock.

The company has called for redemption of the 6½ per cent notes and its class A stock. Notes and class A shares are convertible into class B stock, and the call for redemption in no wise interferes with the conversion privilege, provided privilege is exercised on or before May 31.

The preferred stock has also been called at $105 and accrued dividends. Preferred stock is not convertible. "A" stock is callable at $50 a share and notes at $104 and accrued interest.

TIME PURCHASE PLAN APPROVED BY DODGE HEAD

Finance Company Now an Important Factor in Auto Industry

By a Staff Correspondent

DETROIT, Mich., May 14—The rise of the automobile finance company and that of installment buying have been features of recent development in the automobile industry.

The system is said to stabilize the automobile industry, spread purchase costs through the year, relieve frozen credits, offer a safe medium for the transfer of the assets of a large-scale production, and tide over the winter dull season.

Furthermore it makes it possible for the retail purchaser to pay for his automobile out of income rather than out of his capital. Boiled down to plain facts, the credit plans often make the difference to a potential buyer between having an automobile and not having one.

In the earliest days of the automobile, cars were sold entirely for cash. This system made difficulties for the manufacturer, his agent and the purchaser. As a result the automobile finance company was created as an intermediary, and is a peculiar outgrowth of the motor industry.

It made possible the orderly financing of a large volume of expensive commodities through small dealers, with the necessity of selling on the installment plan to the multitude of consumers.

Most people do not realize that the finance company generally gives credit as much to the salesman who has a couple of motor cars in his shop window and more in his store room, as it does to the consumer.

Average Man Can Buy Car

"The time purchase plans that have been made available," Edward G. Wilmer, newly instituted president of Dodge Brothers, told a representative of The Christian Science Monitor, "have been the direct means of enabling the average man to buy his automobile. It is obv

HARVARD HOME TO MANY TEAMS

Plenty for Crimson Followers to Attend Tomorrow in Athletics

Last Saturday there was little athletic activity at home for the Harvard student sport followers, all the teams being away; but tomorrow the Crimson supporter will have his difficulties in attempting to aid his various teams with personal attendance for their are three baseball games due at Soldiers Field, a crew race on the Charles River, the Harvard interscholastic track meet and the Harvard-Dartmouth varsity track meet, and a Dartmouth-Harvard lacrosse game all listed for the same afternoon.

Undoubtedly the varsity baseball game and the track meets will draw the heaviest in the number of attendance, but the other activities are not to be forgotten and promise to furnish plenty in the way of competition.

The interscholastic meet will open the festivities at 1:45 p. m. and the Dartmouth-Harvard meet will follow immediately after. The other early contests are the varsity baseball game with University of Pennsylvania and the lacrosse game at 2 p. m. The freshman baseball game with Dartmouth '29 and probably the second team game with Cushing Academy will start at 3 o'clock.

The crew race is scheduled to start at 4 p. m., but river conditions will largely determine the starting time for this event and it may not get under way until 5 or 6 o'clock. In the event that it is late starting, many viewing the Soldiers Field sports will be enabled to speed down the river to watch the crews.

The interscholastic meet quite matches all events in interest since it is listed to be one of the best Harvard has ever fostered. Some 460 individual competitors are entered representing 45 schools. The Culver Military Academy from Culver, Ind., is the leading school entered because it has come from the farthest distance any school ever came from to enter the Harvard schoolboys' meet. Culver sent word that it does not expect to win with only 10 men as competitors, but among the 10 are two outstanding stars, R. Rockaway in the hurdles and R. Callander in the high jump. Callander has jumped 6ft. 3in. and the present interscholastic record is 5ft. 11¾in. Culver recently won the A. A. Stagg meet with 53 points and the University of Wisconsin Relay Carnival indoor meet with 35 points.

The Harvard-Dartmouth dual track meet is planned for about 3:30 p. m., but from the list of events and heats for each in the interscholastic meet, it is questionable as to when the varsity men will get under way. Harvard is favored over the Green because of its all-round superiority, but the Crimson will have to gather a goodly number of points to make sure. Unless forced, the Crimson competitors will probably not try for any exceptional times since the meet with Yale University is but a week away.

That 150-pound crew race between the "Big Three" is a real event. Seldom are Harvard followers enabled to view all three friendly rivals on the Charles in competition. Harvard triumphed last year and under Fred Newell's fine training the lightweights are likely to leave both visiting crews behind tomorrow. Yale arrived last night and Princeton today; and workouts were in order for all three crews today.

Harvard's varsity nine faces the University of Pennsylvania on the home grounds in their second meeting, the Crimson winning 7 to 4 in Philadelphia last Saturday. The Harvard nine, under the tutelage of Fred F. Mitchell, is smart and strong in all departments excepting occasional fielding mishaps. Against Holy Cross, it was the general opinion, after the contest, that, had Harvard kept from fielding errors, John N. Barbee Jr. '28, would have been returned the winning pitcher instead of the losing one. The team outsmarted Holy Cross until the errors and Holy Cross is always a nine with an abundance of baseball intuition.

The freshmen may have quite a tussle with the Green freshmen as both have victories over Holy Cross '29. Claude Davidson has always produced fine Harvard freshman teams and this year is no exception. His pupils have already won seven games and lost only one.

The lacrosse team is undergoing a review of fundamentals after its poor showing against Princeton University. Princeton is not a strong team by any means, but it defeated Harvard 9 to 1. Eight of the nine goals were scored in the second half when Harvard, for no visible reason, seemingly became a confused lot of individuals. Against Dartmouth it will have to play better for, although it is the first year of lacrosse for the Green, the latter has had a bountiful amount of candidates and is taking to the game with a vim.

NORTHWESTERN WINS AT GOLF AGAIN 16—6

EVANSTON, Ill., May 14 (Special)—By a count of 16 to 6, Northwestern University defeated University of Wisconsin here yesterday in a "Big Ten" dual golf match. It was the fourth straight Conference victory for the Purple. D. W. Heppes '26, Northwestern captain, presented the best card of the day, 77, for the North Shore Golf Club course.

Captain Heppes made his score in the morning round matched with W. H. Sheldon '27, defeating the latter 2 points to 1. J. C. Larson '26 of Northwestern defeated I. H. Clendenen '28, 3 to 0. Louis Schultz '28 of Northwestern, defeated Andrew Leith '26, 2 to 0, while J. W. Miller of Northwestern halved with Harry Grimm '27, 1 and 1. The individual matches gave the Purple a lead of 8 to 2.

Badgers won a best-ball foursome when Sheldon and Clendenen outpointed Heppes and R. L. Stearns '26, 4 to 2. Miller and Larson of Northwestern, however, scored a 6-to-0 victory over Leith and Grimm in the other match.

MISS COLLETT IN FOURSOMES

PROVIDENCE, R. I., May 14 (AP)—Miss Glenna Collett, United States Women's golf champion, today cabled her father, George H. Collett, that she is leaving Paris and will compete in the ladies' championship foursome, which starts Monday at Stokes Poges, Eng. While the cable gave no other information, Mr. Collett believes his daughter will remain in England until the question of the playing of the ladies' championship is settled by the Golfing Union. She also may remain abroad for the French championships, Mr. Collett leaving that question to be decided by Miss Collett.

SWEDEN WINS THREE SINGLES

MALMO, Swed., May 14 (AP)—Sweden won three singles matches, Switzerland one doubles and one singles match, in the second round of Davis Cup play, European division, which ended a three-day session yesterday. National honors were divided in yesterday's play, C. F. Aeschliman of Switzerland won from Malstrom of Sweden, in a closely contested match which went the limit, 1—6, 6—2, 6—2, 4—6, 6—4. Marcus Wallenberg of Sweden defeated Wuarin of Switzerland, in a four-set match, 4—6, 6—1, 6—1, 6—1.

THURSDAY'S COLLEGE BASEBALL

Fordam 6, W. and L. 2.
Boston College 9, C. C. N. Y. 3.
Syracuse 7, Niagara 1.
Wesleyan 5, Amherst 2.
Vermont 13, Middlebury 5.
Upsala 7, Delaware 5.
St. Lawrence 14, Rochester 6.

PLACE OF COLLEGE ATHLETIC COACH IS ON HIGHER NICHE

Fielding H. Yost, Michigan's Famous Athletic Director, Notes the Big Change Which Has Developed in the Past Fifteen Years

By FIELDING H. YOST
Athletic Director at University of Michigan

ANN ARBOR, Mich., May 14 (Special)—What is the place of the college athletic coach in the general scheme of education? Fifteen years ago, when the majority of coaches were seasonal employees of the athletic associations, this question was easy to answer. His place was to develop winning teams. A few years later, when more athletic coaches were being engaged for year-round duties, the question became moot. Some argued that the increasing emphasis on athletics was in direct contradiction to the ideals of college life. Others argued that the increasing importance of athletics in the eyes of students, alumni and public was a very definite reason for a larger and more prominent niche for the athletic coach. Whether or not it was the World War that so altered our perspective will remain an open question. The fact remains, however, that since this period the college athletic coach has been looked upon with increasing favor, his duties have been broadened and enlarged and now he is on the threshold to equal recognition as an important unit in education with the teacher of languages, science or the professions.

Let us look within the Western Conference, which is composed of 10 of the leading universities of the middle West. On most Saturdays during the fall there are 10 such teams in action. Not more than five can win. The probability of winning on eight consecutive Saturdays is exceedingly small, yet there are a great many universities where certain elements of the alumni consider the football season unsuccessful unless the team goes through the entire season undefeated.

There are other features of intercollegiate competition that are as fully deserving of consideration, in estimating the value of the season, as the percentage column. As an agent of education, competitive sport has certain functions to perform. Primarily, it serves as a laboratory for training in citizenship.

Whenever boys play games together they have a definite set of rules to govern their conduct. Sometimes a boy may think that a certain rule is not what it should be. Nevertheless, he abides by it or he doesn't play. That is true self-government. To get along, each individual must agree to the rules of the game as accepted by the majority.

This is a fundamental principle of democratic civilization. It has its strongest appeal in our great games; but it must also be carried over into all activities of life. If our civilization is to mean anything more than a free-for-all, we must get the perspective of the playground. Every citizen must respect every law.

And that is the job of the coach. While others teach about citizenship, the coach demonstrates the thing itself. On the athletic field, the boy learns to command and control his own powers, to focus them upon a single end, to mobilize them quickly and completely and yet to do all this with a chivalrous regard for the rights of others and the rules of the game. This is a training that lies at the center of all development of an individual toward good and useful citizenship.



FIELDING H. YOST

The value of the coach must be judged by his success as a teacher and a developer of men and not by any other standard. It necessarily follows, however, that, when other things are equal, the best teaching will result in the greatest number of victories.

Today, when one goes to a college football game, it is taken for granted that he will see a high quality of sportsmanship on the playing field. No one expects anything else from the players. This, it seems to me, is a very high tribute to the work of college coaches. We expect the boys to come clean. We expect them to conduct themselves as sportsmen and gentlemen. We will not countenance conduct from a player that might mar the game. Why can we not apply the same standards to the alumni and others whose part in the contest is in the stands? When the day comes in which spectators are capable of the same high conduct as is now almost universally applicable to players, then football will have come to mean all that it should, in our college communities.

The future of sports rests mostly in the hands of the coach. It is a matter for congratulation that today most all coaches are college graduates who not only know the problem backwards and forwards, but who also have the keenest possible interest in developing sports to their greatest plane of real usefulness in the scheme of education.

Last of Net Stars Ready to Embark

Mrs. Jessup, Richards and H. O. Kinsey to Join Other U. S. Players in Europe

NEW YORK, May 14 (AP)—Three leading tennis players, the last contingent of a little band of seven racqueters which will endeavor to regain on European courts some of the tennis prestige the United States lost to overseas rivals last winter, embark for Europe tomorrow.

Mrs. J. B. Jessup of Wilmington, Del., will join four other women players, Miss Helen N. Wills, United States champion; Miss Mary K. Browne, Miss Eleanor Goss and Miss Elizabeth M. Ryan, who already are in France for international team matches. The quintet, considered the strongest women's team ever sent abroad, also will play for the British and French championships, both of which hold possibility of a return match between Miss Wills and Mlle. Suzanne Lenglen.

Sailing with Mrs. Jessup will be a men's team consisting of Vincent Richards and Howard O. Kinsey, the former of whom seeks to wipe out his two defeats by J. Rene Lacoste of France on the indoor courts here last winter.

AMERICANS WILL PLAY AT SANDWICH

First English Golf Test for St. George's Cup

LONDON, May 14 (AP)—The members of the United States Walker Cup Golf team motored to Sandwich today, where tomorrow they will experience their first competition in the play for the St. George's cup.

There are 69 entries for the tournament, among them Great Britain's best amateurs, including the Anglo-American holder of the trophy, Douglas Grant, who is drawn with Jess W. Sweetser.

The other Americans will go out as follows: George von Elm and H. E. Taylor, Robert A. Gardner and H. D. Gillies, Jesse P. Guilford and J. D. Pease, Roland R. Mackenzie and W. K. Higham, Francis D. Ouimet and Robert Harris (the British amateur champion), Watts Gunn and A. H. Read, Robert T. Jones Jr. and Michael Scott.

On the Sunningdale links yesterday Sweetser turned in a card of 68 for the old course, leading Gardner, Gunn and R. H. de Montmorency in a practice match. Lord Riddell, host of the Americans, enticed others of them out on the links in the Surrey Hills at Wentworth, despite the fact that they had announced that they would rest during Thursday in London.

Here Jones had the best card—69. It was a fourball match in which Ouimet, George Duncan, the famous British professional, and Dr. H. Roberts of Stokepool played with Jones. Duncan got a 71 and Ouimet, who was experimenting more with his long game than in medal play, turned in a 77. Coming home both Jones and Duncan showed 33's.

INTERNATIONAL LEAGUE

	Won	Lost	P.C.
Baltimore	18	5	.783
Buffalo	19	10	.655
Toronto	17	10	.630
Rochester	12	11	.522
Newark	12	15	.444
Syracuse	11	14	.440
Jersey City	9	19	.321
Reading	6	20	.231

RESULTS THURSDAY

Jersey City 6, Toronto 0.
Rochester 7, Newark 6.
Buffalo 9, Baltimore 8 (10 innings).
Reading 8, Syracuse 1.

COLLEGE TENNIS THURSDAY

Dartmouth 5, Tufts 1.

Soccer Cup Play in the Semifinals

Only a Few American League Games Are Scheduled for This Week-End

AMERICAN SOCCER LEAGUE

Club:	W	D	L	Goals For	Ag'st	Pts
Fall River	28	11	2	135	49	67
New Bedford	27	5	11	114	70	59
Boston	23	5	11	97	56	51
Bethlehem	22	5	11	102	51	49
Providence	21	5	13	89	62	47
Ind. Floorg Co.	18	4	17	77	74	40
Brooklyn	16	7	17	74	71	39
J. & P. Coats	15	4	17	66	83	34
N Y Giants	13	4	18	71	86	30
Shawsheen	11	3	30	53	78	25
Philadelphia	8	3	33	38	146	19
Newark	5	4	26	27	119	14

NEW YORK, May 13—The American Soccer League Challenge Cup competition for the H. Edgar Lewis Trophy, has reached the semifinal stage in the Metropolitan and New England districts and Saturday and Sunday's offerings are of such a high caliber that both fixtures are sure to bring out the soccer fans in large numbers.

The system of conducting the competition this year is entirely different to past methods. This year there will be two semifinals and two finals—home and home games—and goal scoring averages will determine the ultimate winner. This change was made in order that the followers of the successful elevens would have an opportunity to see their favorites in action without being compelled to travel. The innovation is a new departure and experimental, but if found to meet with the approval of the soccer public, will be continued permanently and do away with the knock-out system previously in vogue.

The New York Giants will play at Bethlehem Saturday and Bethlehem will play at the Indiana-New York Oval on Sunday. Providence will play at New Bedford Saturday and Sunday New Bedford will journey to Providence.

To meet the requirements of the Lewis Trophy competition the league schedule has necessarily been curtailed. In the New England sector, Boston and J. & P. Coats will clash at Boston Saturday. In league games this season, each team has scored seven goals, Boston coming out the winner once and Coats twice.

At Tiverton, R. I., on Sunday, the Marksmen will have the Newark team as guests. Sam Mark is staging this game as a benefit for Fall River's famous center half back Fryer.

That the Newarkers are capable of giving any team in the league a run was proven Sunday at Brooklyn against the Wanderers, where Newark held Agar's team to 3 goals, though handicapped by having to play with 10 men for the greater part of the game. This coming Saturday the Jerseymen will help the Floorlayers to establish Saturday football in the Bronx on a firm footing. This will be the last appearance of the Jerseymen against Indiana Flooring Company this season.

AMERICAN ASSOCIATION

	Won	Lost	P.C.
Louisville	17	10	.630
Kansas City	15	11	.577
Minneapolis	15	12	.556
St. Paul	14	12	.538
Toledo	14	12	.538
Indianapolis	13	13	.500
Milwaukee	12	14	.462
Columbus	5	21	.192

RESULTS THURSDAY

Toledo 3, Kansas City 2.
Indianapolis 2, St. Paul 1.
Minneapolis 4, Louisville 3 (10 innings).

TENNIS MATCH POSTPONED

ST. LOUIS, Mo., May 14 (Special)—The dual tennis match between the University of Kansas and Washington University teams scheduled to be played here yesterday, has been postponed until Monday. Drake University's tennis team is due to oppose the Washington players here today.

Half-Mile May Have New Mark

W. J. Bingham Thinks J. N. Watters Is Able to Better Meredith's Record

I A A A A 880-YARD CHAMPIONS

Year	Winner and College	Time
1876	W. R. Green, Princeton	2m. 16½s.
1877	G. M. Hammond, Columb.	2m. 20½s.
1878	A. J. Burton, Columbia	2m. 8¼s.
1879	C. H. Cogswell, Dartm'th.	2m. 12s.
1880	E. A. Ballard, Penn.	2m. 9⅛s.
1881	T. J. Coolidge, Harvard	2m. 7⅝s.
1882	W. H. Goodwin Jr., Harv.	2m. 2⅛s.
1883	W. H. Goodwin Jr., Harv.	2m. 2s.
1884	W. H. Goodwin Jr., Harv.	2m. 5½s.
1885	H. L. Mitchell, Yale	2m. 7⅛s.
1886	F. R. Smith, Yale	2m. 4⅛s.
1887	R. Faries, Pennsylvania	2m. 7s.
1888	H. R. Miles, Harvard	2m. 2⅛s.
1889	W. C. Downs, Harvard	2m. 2⅝s.
1890	W. C. Dohm, Princeton	1m. 57⅛s.
1891	W. B. Wright Jr., Yale	1m. 59⅛s.
1892	T. B. Turner, Princeton	1m. 59⅝s.
1893	John Corbin, Harvard	1m. 59⅝s.
1894	C. H. Kilpatrick, Union	1m. 59⅛s.
1895	Evan Hollister, Harvard	2m.
1896	Evan Hollister, Harvard	1m. 56⅝s.
1897	Evan Hollister, Harvard	1m. 58⅝s.
1898	J. F. Cregan, Princeton	1m. 58⅝s.
1899	T. E. Burke, Harvard	1m. 58⅝s.
1900	J. M. Perry, Princeton	2m. 3⅜s.
1901	J. M. Perry, Princeton	2m. 3⅜s.
1902	H. E. Taylor, Amherst	2m. ⅜s.
1903	L. M. Adsit, Princeton	2m. 4⅝s.
1904	E. B. Parsons, Yale	1m. 56⅘s.
1905	E. B. Parsons, Yale	1m. 56s.
1906	J. C. Carpenter, Cornell	1m. 53⅛s.
1907	Guy Haskins, Penn.	1m. 57⅘s.
1908	L. P. Jones, Pennsylvania	2m. 2s.
1909	A. F. Beck, Pennsylvania	1m. 56⅗s.
1910	G. H. Whitely, Princeton	1m. 57s.
1911	J. P. Jones, Cornell	1m. 54⅘s.
1912	J. P. Jones, Cornell	1m. 53⅘s.
1913	G. E. Brown, Yale	1m. 55⅛s.
1914	D. S. Caldwell, Cornell	1m. 53⅖s.
1915	J. E. Meredith, Penn.	1m. 54⅖s.
1916	J. E. Meredith, Penn.	1m. 53s.
1918	C. E. Shaw, Columbia	1m. 56⅘s.
1919	K. A. Mayer, Cornell	1m. 56⅗s.
1920	E. W. Eby, Penn.	1m. 58s.
1921	E. W. Eby, Penn.	1m. 55⅕s.
1922	L. A. Brown, Penn.	1m. 55.2s.
1923	A. B. Helffrich, Penn St.	1m. 55.8s.
1924	J. N. Watters, Harvard	1m. 55.8s.
1925	G. M. Marsters, Geo'town	1m. 53.5s.

By the Associated Press

When Richard C. Floyd directs the half-milers to their marks in the Intercollegiate Association of Amateur Athletes of America golden anniversary meet at the Harvard Stadium, May 29, more than a few "old-timers" will think back over the thrills that this event produced in their day.

This is the view at least of William J. Bingham, now athletic director at Harvard University and in his athletic prime a star half-miler himself a rival of the famous James E. Meredith.

"Perhaps they will recall W. H. Goodwin Jr., thrice winner in the eighties, or Evan Hollister, three times winner in the nineties, or the great John Paul Jones or the greater Ted Meredith," said Bingham. "There will be others who will reflect what might have been had the first quarter been run a little faster or had they sprinted a little sooner. But their races have all been run and they form the history that makes the 880 one of the most interesting of championship events.

"The half-mile is one of eight events on the I. A. A. A. program which has been run continuously for 50 years. The slowest time was recorded in 1887 when G. M. Hammond of Princeton broke the tape in 2m. 20½s., after winning the quarter mile in 54s. The fastest time—1m. 53s.—was run by Meredith of Pennsylvania in 1916, after winning a 47 2-5s. quarter mile.

"The first man to break two minutes in the half-mile was W. C. Dohm of Princeton, who ran 1m. 57 1-5s. in 1890. Evan Hollister of Harvard, was the only man to run under 1m. 57s. at any of the 24 I. A. A. A. meets held during the nineteenth century. Meredith has the distinction of holding the record for the longest span of years. The only men who threatened the mark was George M. Marsters of Georgetown University, whose winning time in 1925 was 1m. 53.5s.

"Will new history be made in the 1926 half-mile? Meredith maintains that John N. Watters of Harvard, cannot break 1m. 53s. because he never ran a quarter-mile under 50s. Two years ago Watters looked better than 1m. 50s. to me. I still think if he can avoid pockets and run 54s first quarter, he is capable of running faster than Meredith's 1m. 53s."

PICK-UPS

WITH RUTH'S total of 10 home runs to date equalling his total at the same period in 1921 when he established a major-league record of 59 home runs in one season, fans can look with greater anticipation than ever toward the making of an even greater mark for the season by the heavy hitter. His two home runs in Thursday's game brought his total up to 10.

With Cobb on first base and Neun on third and two out against Boston, Wednesday, Cobb ran to second merely to draw the throw. He loafed all the way and sure enough Gaston sent the ball down to second. Meanwhile Neun, in 1924, the leading base stealer of the American Association, who stole 113 bases in two seasons, awoke to the fact that Cobb had drawn the throw and started for home. He was just a few seconds late in discovering it and as a result he was that late in reaching home plate. Cobb may not be quite as fast as formerly; but he thinks quicker than ever and is generally three jumps ahead of the rest of the field in this respect.

Two hitting clubs and two well-balanced clubs are struggling to hold their places in the first division in the American League. Cobb's version as to hitting and balance on a team, however, would help fans to pick Washington and Chicago to be the teams which will survive the test. New York and Cleveland are staying there now mainly on hitting. When the hitting stops, as it undoubtedly will for a period at least, the going will be harder for both these clubs, while Washington and Chicago should improve as the days pass.

New York has batted hard. Of this there is no doubt. It has made 117 hits and 71 runs in the last 10 games. But, New York's opponents have made 107 hits and 78 runs and won six of the 10 games from the Yankees. If the Yankees do not stop hitting, neither do their opponents stop hitting Yankee pitchers. In only two of the last 10 games have the Yankee pitchers prevented opposing teams from making 10 or more hits in a game. That is not the pitching of a championship club or even a first division organization.

The Phillies and Cardinals remained near the top in the National League as long as they gave their pitchers good hitting. The pitching was fine in both cases and the hitting was good at the start of the season, but when the hitting fell down the pitching was unable to carry the clubs along and both fell into the second division. All of which goes to show that an ordinary, smooth-working combination, not too erratic at any time and not too weak in any department, is the real pennant-winning team. Washington still has the appearance of that sort of a team, one that moves consistently and not in spurts, with scarcely any slumps and hardly any periods where they win more than three or four straight games. The baseball pennant races remind the fan of the contest between the hare and the tortoise. Some go in spurts and then slump, others stay up for a long while only to go down to stay, and still others move steadily and regularly toward the top and stay there.

NINE YALE SWIMMERS ARE GIVEN MAJOR "Y"

NEW HAVEN, May 14 (AP)—Nine members of the Yale swimming team were awarded the major Y letter by the board of control of the Yale Athletic Association here last night. Several minor Y letters were also awarded. Capt. J. D. Bronson Jr. '26, Stillwater, Minn.; P. W. Bunnell '27, Scranton, Pa.; Allison Choate '26, Rye, N. Y.; J. A. House '28S, Cleveland Heights, O.; W. S. Meany '28, Greenwich, Conn.; E. W. Peterson '26, Honolulu, Hawaii; W. F. Sanford '28, New Haven; S. P. Scott '28, Scranton, Pa., and W. S. K. Stage '26, Cleveland, all of whom were members of the Eli relay team which set new world records for the 200, 300 and 400-yard distances this season, received the major Y.

The other members of the blue swimming team which won the eastern intercollegiate league championship were awarded the minor Y. Members of the champion Yale water polo team were also awarded the minor letter.

Additional awards announced last night were the minor Y for the champion fencing and wrestling teams and the insignia award for the basketball and boxing teams which failed to win the championship. W. B. Vandegrift '27 of Jacksonville, Fla., winner of the intercollegiate boxing championship in the 175-pound class, received the full minor Y for boxing.

MICHIGAN AGRICULTURAL COLLEGE IS BRANCHING OUT

EAST LANSING, Mich., May 14 (Special)—Prospects for a greatly enhanced athletic program at Michigan State College are soon to be realized, declares Ralph H. Young, athletic director there. An ever-increasing student enrollment mounting to 3000 within the next four years, erection of a $250,000 field house, authorized by the state Legislature, and the dating of contests which strengthen the caliber of varsity teams here, are salient points in the promised expansion of M. S. C. athletics.

While the heights of glory have not yet been attained by Michigan State athletes in the four major and several minor sports since the famous days of 1912 and 1914 when the Spartans, "Aggies," defeated their ancient rival, the University of Michigan, on the gridiron, the measure of success meted out to state teams have, all viewpoints considered, been more than satisfactory.

Possessing what is one of the most completely equipped college athletic departments for a college of its size, M. S. C. now has need for expansion of equipment in the nature of baseball bleachers and adequate playing space. It already has 45 acres of field space, two quarter-mile cinder tracks, a 30x90 feet swimming pool with daylight on three sides; a gymnasium building accommodating 2300 persons at a basketball game and used twice weekly by 1231 students, men and women, for gymnasium classes throughout the year, and 10 full-time and eight part-time coaches.

Outstanding among recent achievements of Spartan athletes are those of Bohn W. Grim '26, track captain, who tied the world's record in the 75-yard dash at the Illinois relay carnival, and Frederick P. Alderman '27, Grim's running mate, who at the same meet tied the world's record in the 300-yard dash. Alderman also holds the Western Conference record for the 220-yard dash and has established new records for state intercollegiate broad jumps.

The past indoor track season was the best ever experienced by an M. S. C. indoor track team. Five varsity records and 11 freshman records were broken. Nine State relay teams turned in seven victories at the annual state indoor carnival.

Football is the only self-supporting sport here according to officials. A concrete stadium constructed in 1923 with seating capacity for 20,000, costing $160,000, increased the rating of the college in football circles.

Football has for its 1926 captain Martin Rummel '27, who last season, earned for himself the name "Iron Man Rummel." Harold C. Kiebler '27, a two-sport player, starring on the gridiron as well as on the diamond, is this year's baseball captain. Charles C. Fredericks '28 is captain-elect of the 1927 basketball squad, and Grim leads this year's track athletes.

Taking three games out of five starts is the highly commendable achievement of the varsity baseball squad which, under Coach John Kobs, invaded the Southland during the recent spring holidays for the first southern trip ever attempted by a State team. Not a single practice inning had been played by the State nine prior to their journey because of inclement weather. While on this trip, southern newspapers attached the sobriquet "Spartans" to the State squad, a name which is favored to cling to all M. S. C. athletic teams.

National recognition on the gridiron was attained last season by Paul M. Smith '28, State halfback, who negotiated three drop kicks from beyond the 40-yard stripe. Similarly, Harry K. Wakefield '26 stepped into the limelight last spring when he pitched a no-hit, no-run game against Armour Tech of Chicago, thereby dividing honors with Paul A. Yeisley '27 of Lafayette and J. T. Riffe of University of Kentucky for the season in that performance.

One of the hardest football schedules ever attempted by a state college team was that played last season which included Centre College. The cross-country team last fall was the best in several years. State's basketball team was handicapped by ineligibility at the start of the season, but managed to turn in notable victories over University of Chicago, Carnegie Tech and St. Viator.

Hockey and fencing are two sports that developed rapidly during the past winter. The latter sport under tutelage of Joseph Waffa, senior student, defeated University of Michigan's swordsmen by an overwhelming score. Lisle Conklin, hockey player on the varsity, represented the college at the world's skating championships in St. Johns, N. B., and at the international championships in Detroit last winter.

Tennis, a varsity sport for which a minor award is given, is headed this season by David J. Stouffer '27; the cross-country runners are led by Floyd A. Harper '21, and Daniel Whitlock and H. F. Houghton are captains respectively of the swimming and wrestling team.

Intramural athletics are judged to be 100 per cent efficient at this institution with baseball, basketball, track and swimming coming in for interfraternity and interclass competition. With the exception of basketball and swimming, intra-mural participation is held indoors as well as outdoors throughout the school year.

Recent additions to the varsity coaching staff in the personages of B. P. Traynor, assistant varsity football coach, and Miles Casteel, freshman varsity football and varsity track mentor, lead to the anticipation of favorable developments in those branches of sports. Coach Trainor, graduate of Colgate University, at which college he was captain and stellar guard on the football team, was for two years assistant football coach at the University of Wisconsin before coming to M. S. C. Casteel performed equally well in football, baseball, basketball and track at the Kalamazoo college prior to entering the coaching.

WESTERN LEAGUE

	Won	Lost	P.C.
Des Moines	16	10	.615
Oklahoma City	15	11	.577
Denver	13	11	.542
St. Joseph	14	12	.538
Tulsa	14	12	.538
Omaha	13	13	.500
Lincoln	9	15	.375
Wichita	7	17	.292

RESULTS THURSDAY

Denver 7, Omaha 5.
Oklahoma City 9, St. Joseph 1.

FOUR NEW YORKERS AND TWO BRITISHERS IN EPEE FINAL

Saber and Foils Titles Are Also to Be Decided in the United States Championship Fencing Tournament at the Hotel Astor

Special from Monitor Bureau

NEW YORK, May 14—Four New York fencers, two of them former Bostonians, and two members of the British Thompson Trophy team, qualified for the final matches in épée for the United States championship yesterday. Three representatives of the New York Athletic Club, one young officer in the United States Navy, one British star, and a representative from Los Angeles, are the finalists with the saber. The finals with both these weapons, as well as with the foils will be completed this evening at the Hotel Astor.

The performance of the Americans with the dueling sword or épée, in the semifinals at the New York Athletic Club yesterday afternoon was somewhat unexpected, as the four British stars entered had swept all before them in the Thompson Trophy contest last week, but Leo Nunes, who was ineligible for that team, Lieut. G. C. Calnan, also prominent in the foils, and Arthur Muray, who was not chosen for the team, forced two of the Britishers out of the final list, leaving only Hon. I. D. Campbell-Gray and C. H. Biscoe in the finals. The fourth American was William H. Russell, the present champion.

The saber contests in the evening also furnished a surprise, when three of the members of the Thompson Trophy team of each of the nations failed to qualify for the finals, leaving only one British representative, and five Americans who were left off the team by the committee to continue. Maj. G. N. Dyer is the sole surviving British sabreur, while Lieut. C. D. Headlee, U. S. N.; Leo Nunes, who qualified for the finals in all three weapons; Bela Nagy and Erwin S. Acel, also of the New York Athletic Club, and a representative of California in the person of H. C. Berles, are the Americans. The summary:

SEMIFINAL ROUND

Strip 1—William H. Russell, New York Fencers' Club; Arthur Muray, Washington Square Fencers; Robert Montgomerie, British team; Kenneth D. Greene, Buffalo Fencers' Club; Anton Sobocinski, New Haven Fencers' Club; C. J. Leslie, Philadelphia Fencers, and J. B. B. Parker, Philadelphia. Muray and Russell qualified, the latter after two fence-offs with Montgomerie, Sobocinski and Parker.

Arthur Muray defeated Russell, Montgomerie, Sobocinski and Leslie.

W. H. Russell defeated Sobocinski, Parker, Leslie and double touched Montgomerie.

J. B. B. Parker defeated Muray, Sobocinski and Leslie.

Robert Montgomerie defeated Greene, Parker, Leslie, and double touched Russell.

Anton Sobocinski defeated Greene, Montgomerie, Leslie.

K. D. Greene defeated Muray, Leslie.

C. J. Leslie lost all six bouts.

Fence-off—Russell defeated Montgomerie and double touched Russell.

Strip 2—Lieut. George C. Calnan, U. S. N., Fencers' Club; C. Y. Webb, Washington Square Fencers; C. B. Notley and C. H. Biscoe, British team; Curtis C. Shears, Los Angeles Athletic Club; H. C. Thompson, Yale University, and Lieut. Jean Grombach, U. S. A., West Point. Lieut. G. C. Calnan and Biscoe qualified.

Lieut. G. C. Calnan defeated Webb, Shears, Grombach and Thompson, and double touched Biscoe.

C. H. Biscoe defeated Webb, Notley, Shears, Grombach and Thompson, and double touched Calnan.

C. V. Webb defeated Notley, Shears, Thompson.

C. B. Notley defeated Calnan, Grombach, Thompson.

C. C. Shears defeated Notley, Grombach.

Lieut. Jean Grombach defeated Webb, Thompson.

H. C. Thompson defeated Shears.

Strip 3—Leo Nunes, New York Athletic Club; C. L. Mattson, Cleveland; Hon. I. D. Campbell-Gray, British team; Joseph Applebaum, University of Pennsylvania; the Hon. Henry C. Breckenridge, Fencers' Club, and H. G. Hayes, Yale University. Nunes and Campbell-Gray qualified, each with four victories.

Leo Nunes defeated Mattson, Hayes, Breckenridge, Applebaum.

The Hon. I. D. Campbell-Gray defeated Nunes, Hayes, Breckenridge, Applebaum.

C. L. Mattson defeated Campbell-Gray, Applebaum.

H. C. Breckenridge defeated Mattson.

H. L. Hayes defeated Breckenridge.

Joseph Applebaum lost three bouts.

EPEE—Final Round

Leo Nunes defeated Muray, Russell, and Calnan; standing 3—0.

The Hon. I. D. Campbell-Gray defeated Muray, Russell and Biscoe; standing 3—0.

Arthur Muray defeated Biscoe; standing 1—2.

C. H. Biscoe defeated Calnan; standing 1—2.

Lieut. G. C. Calnan defeated Russell; standing 1—2.

W. H. Russell; standing 0—3.

SABER—Semifinal Round

Strip 1—Dr. J. E. Gignoux, New York Athletic Club; Harold Van Buskirk, Fencers' Club; Maj. G. N. Dyer, British team; B. M. Simpson, Philadelphia Fencers; H. C. Berles, Los Angeles Athletic Club; F. C. Clark, West Point; and Anton Sobocinski, New Haven Fencers' Club. Dyer and Berles qualified, the latter by a percentage of 61.7 to 61.1 over Clark.

Maj. G. N. Dyer defeated Gignoux, 4 to 2; Van Buskirk, 4 to 2; Simpson, 4 to 2; Clark 4 to 3; Sobocinski, 4 to 2.

H. C. Berles defeated Gignoux, 4 to 1; Van Buskirk, 4 to 2; Dyer, 4 to 2; Simpson, 4 to 0.

F. C. Clark defeated Gignoux, 4 to 1; Van Buskirk, 4 to 3; Simpson, 4 to 0; Berles, 4 to 3.

Dr. J. E. Gignoux defeated Simpson, 4 to 2; Sobocinski, 4 to 3.

Harold Van Buskirk defeated Simpson, 4 to 1; Sobocinski, 4 to 2.

Anton Sobocinski defeated Berles, 4 to 2; Clark, 4 to 2.

B. M. Simpson lost five bouts.

Strip 2—K. D. Greene, Buffalo Fencing Club; E. S. Acel, New York Athletic Club; Arthur Muray, Washington Square Fencers; R. M. P. Willoughby, British team; David Gaudin, Philadelphia Fencers' Club; Curtis C. Shears, Los Angeles Athletic Club, and Lieut. C. D. Headlee, U. S. N. Headlee qualified with a clean score of six victories and Acel lost only to Headlee, and was second.

C. D. Headlee defeated Green, 4 to 1; Acel, 4 to 3; Muray, 4 to 2; Willoughby, 4 to 2; Shears, 4 to 0; and Gaudin, 4 to 0.

E. S. Acel defeated Greene, 4 to 1; Muray, 4 to 2; Willoughby, 4 to 2; Gaudin, 4 to 1; Shears, 4 to 0.

Arthur Muray defeated Greene, 4 to 3; Willoughby, 4 to 0; Gaudin, 4 to 1; Shears, 4 to 1.

K. D. Green defeated Willoughby, 4 to 3; Gaudin, 4 to 3.

C. C. Shears defeated Greene, 4 to 2; Gaudin, 4 to 2.

R. M. P. Willoughby defeated Shears, 4 to 3.

David Gaudin defeated Willoughby, 4 to 3.

Strip 3—Leo Nunes and Bela Nagy, New York Athletic Club; A. D. Pearce, British team; C. B. Notley, British team; Morton Booklet, Philadelphia Fencers; J. R. Huffman, Yale University; J. B. B. Parker, Philad



SUNSET STORIES

The Sleepy Little Echo

ONCE upon a time there was a little Echo. She lived in the hill on the other side of the creek from where Robin lived. She was a very sleepy little Echo, but if you stood in a certain spot and called very loud, she would wake up and play with you. You could never see her, but you could hear her voice for she would repeat exactly what you said.

Often and often Robin used to run down the side hill where he lived, with his two dogs, Dusky and Lady, till he got to the foot, and then they would all climb up the long steep path to the top of the hill. That was the place to play with Echo.

But for a long time now Robin hadn't played with Echo at all. Indeed he had been so busy playing with his little friend, Merry, who had just moved into the neighborhood, that he hadn't even thought about Echo, and so she had been sleeping away like a little dormouse all winter.

One fine spring morning, however, Robin and Merry and the two dogs, Lady and Dusky, ran down the side hill past Robin's house till they got to the foot, and then they all four climbed up the long steep path till they came to the top of the hill where was the place to play with Echo. But they didn't think anything about that, for they hadn't come to play with Echo. They had come to fly their kites.

Robin's kite was white with a red tail, and Merry's kite was white with a blue tail. There was a fine wind on the hilltop, and the two kites were soon mounting higher and higher into the air, while the two boys sat side by side and watched them, unrolling the string more and more as the kites tugged at it, and the two dogs stretched themselves out in the sunshine and went to sleep, like Echo.

Everything was quiet and still for a long time till, all of a sudden, Merry gave a great shout and jumped up excitedly. "There goes my kite!" he said. "The string broke." Then what an excitement there was! Robin jumped up, too, so quickly that he almost dropped his ball of string, while Dusky and Lady woke from their naps and began barking furiously. Then at last little Echo woke up, too, and for some time she was a very busy Echo indeed. There was a good deal of shouting and barking going on, and Echo joined in the uproar and repeated every word of it, but the boys were too busy to notice. At last Robin's kite was safely drawn in and the excitement was over. Everything was quiet again and Echo dropped off to sleep once more.

"Come on," said Robin, "let's go back home and make you another kite." And down the hill they ran, all four of them.

"What was all the noise about?" asked Mother, as they came in. "Echo has been shouting away for some time. Were you playing with her?"

Robin looked surprised for a minute; then he said:

"We didn't hear Echo at all, Mother, but the string broke and Merry lost his kite and I was afraid I should lose mine."

"Well," said Mother, with a laugh, "Echo heard you, at any rate, and repeated all the shouts and the barking. She was playing with you even if you weren't playing with her. And I knew you were being good to her, too, for in spite of all the noise she didn't have a single thing to say that wasn't kind and true."

Isn't it lovely to know that all the defenseless little Echoes in the world can be protected in just this way!

Radio Programs

(Continued from Page 11)

service of First Church of Christ, Scientist, Jamestown, N. Y.

WLIT, Philadelphia, Pa. (395 Meters)

5:30 p. m.—Organ recital by Walter St. Claire Knodle. 6:30—Benjamin Franklin Concert Orchestra, W. Irving Oppenheim, director. 7—Friends of Chamber Music Society, Pennsylvania Male quartet.

WHAR, Atlantic City, N. J. (275 Meters)

6:50 p. m.—Evening service, Chelsea Baptist Church. 8—"An Hour With the Classics," Seaside Ensemble, Marsden Brooks, director.

WCAP, Washington, D. C. (469 Meters)

6:20—Capitol Theater program from New York City, Maj. Edward Bowes, directing. 8:15—"Radio Hour."

KDKA, Pittsburgh, Pa. (309 Meters)

5:30 p. m.—Children's period. 5:30—Dinner concert by the KDKA Little Symphony Orchestra. 6:15—Baseball scores. 6:20—Chimes from Calvary Episcopal Church, Pittsburgh. 6:45—Church services of the East End Christian Church, Pittsburgh.

WWJ, Detroit, Mich. (353 Meters)

2 p. m.—News orchestra. 4—Organ recital. 6:20—"Capitol Theater Family," from New York. 8:15—Operatic stars.

CENTRAL STANDARD TIME

WCCO, St. Paul-Minneapolis, Minn. (417 Meters)

6 p. m.—Regular Sunday evening service of Second Church of Christ, Scientist, Minneapolis, Minn. 7:15—"Radio Hour." 8:15—Glee Club. 9:30—St. Paul municipal organ recital.

WMBB, Chicago, Ill. (250 Meters)

8:45 p. m.—Regular Sunday evening service of Fifth Church of Christ, Scientist, Chicago. 8—Trianon orchestra, Dell Lampe; Woodlawn orchestra, Armin F. Hand; Arvid L. Anderson, Preston Graves, Scotty Welch and Madison Sisters, Wellington Forbes, Bob Bennett, in popular program.

WEBH, Chicago, Ill. (370 Meters)

9:45 a. m.—Regular Sunday morning service of Seventh Church of Christ, Scientist, Chicago.

KYW, Chicago, Ill. (536 Meters)

3:30 p. m.—Studio concert. 5—Sunday Evening Club service from Orchestra Hall. 8:30—Classical concert.

WLW, Cincinnati, O. (422 Meters)

3 p. m.—Organ recital by Johanna Grosse. 7:30—Services of the First Presbyterian Church of Walnut Hills. 8:30—Special vocal concert.

WKRC, Cincinnati, O. (422 Meters)

6:45 p. m.—Church service, Walnut Hills Christian Church of Cincinnati. 10—Classical program, vocal and instrumental. 11:15—Dance program; Ace Brigode and his 14 Virginians.

KSD, St. Louis, Mo. (545 Meters)

5:15 p. m.—Maj. Edward Bowes and "Capitol Family."

KFQA, St. Louis, Mo. (266 Meters)

8 p. m.—The regular Sunday evening service of Fourth Church of Christ, Scientist, St. Louis.

WHO, Des Moines, Ia. (526 Meters)

4 p. m.—Special program, Dean Harvey, director. 5—Trio, direction of Helen Birmingham; Myrtle Williams, soprano. 7:30—Cavalry Band from the Ft. Des Moines army post. 11—Little Symphonic Orchestra, direction of Leon Dashoff.

WFAA, Dallas, Tex. (476 Meters)

6 p. m.—Radio Bible class, Dr. William M. Anderson. 7—Leland Johnson, pianist and singer. 8—Service of First Methodist Episcopal Church, South. 9—Pat and Johnny, ukulelist and yodeler. 11—Jack Gardner's Orchestra.

WBAP, Fort Worth, Tex. (476 Meters)

5 p. m.—Sacred concert by musicians from the First Methodist Church of Weatherford. 9:30—Dance music by Chief Gonzales' Texas Orchestra.

KPRC, Houston, Tex. (297 Meters)

3 p. m.—Beaumont-Houston baseball game from West End Park. 8—Baptist service from Auditorium. 9:30—Houston Municipal Orchestra, H. G. Thayer, conductor. 11—Pipe organ concert.

MOUNTAIN STANDARD TIME

KSL, Salt Lake City, Utah (200 Meters)

11 a. m.—Regular Sunday morning service of Second Church of Christ, Scientist, Salt Lake City.

PACIFIC STANDARD TIME

KTCL, Seattle, Wash. (305 Meters)

8 p. m.—The regular Sunday evening service of First Church of Christ, Scientist, Seattle.

KGW, Portland, Ore. (492 Meters)

7:30 p. m.—Evening services from the First Congregational Church. 9—Concert by the Chevrolet Symphony Orchestra.

KOIN, Portland, Ore. (319 Meters)

8 p. m.—The regular Sunday evening service of First Church of Christ, Scientist, Portland, Ore.

KGO, Oakland, Calif. (361 Meters)

3:30 p. m.—Vesper services, Grace Cathedral, San Francisco. 7:25—Weather report. 7:30—Anniversary Day program, California Conference Epworth League, from the First Methodist Episcopal Church.

KFWI, San Francisco, Calif. (226 Meters)

8 p. m.—The regular Sunday evening service of First Church of Christ, Scientist, San Francisco, Calif.

KNX, Hollywood, Calif. (337 Meters)

2 p. m.—Ciro Park Board musical program. 4:30—Half hour of Cinema Chitchat by Helene Sullivan. 6:30—Unitarian Church of Hollywood. 7—Feature program. 8—First Presbyterian Church of Hollywood. 9—Feature program.

Radiocasts of Christian Science Services

SUNDAY, MAY 16

NEW YORK

The regular Sunday morning service of First Church of Christ, Scientist, Brooklyn, will be radiocast by Station WMCA, New York, 341 meters wavelength. The service begins at 10 a. m., eastern standard time.

JAMESTOWN

The regular Sunday morning service of First Church of Christ, Scientist, Jamestown, N. Y., will be radiocast by Station WOCL, Jamestown, 273 meters wavelength. The service begins at 11 a. m., eastern standard time.

MINNEAPOLIS

The regular Sunday evening service of Second Church of Christ, Scientist, Minneapolis, Minn., will be radiocast by Station WCCO, St. Paul-Minneapolis, 417 meters wavelength. The service begins at 6 p. m., central standard time.

CHICAGO

The regular Sunday morning service of Seventh Church of Christ, Scientist, Chicago, will be radiocast by Station WEBH, Chicago, 370 meters wavelength. The service begins at 9:45 a. m., central standard time.

CHICAGO

The regular Sunday evening service of Fifth Church of Christ, Scientist, Chicago, will be radiocast by Station WMBB, Chicago, 250 meters wavelength. The service begins at 6:45 p. m., central standard time.

ST. LOUIS

The regular Sunday evening service of Fourth Church of Christ, Scientist, St. Louis, Mo., will be radiocast by Station KFQA, The Principia, St. Louis, 260 meters wavelength. The service begins at 8 p. m., central standard time.

SALT LAKE CITY

The regular Sunday morning service of Second Church of Christ, Scientist, Salt Lake City, Utah, will be radiocast by Station KSL, Salt Lake City, 300 meters wavelength. The service begins at 11 a. m., mountain standard time.

SEATTLE

The regular Sunday evening service of First Church of Christ, Scientist, Seattle, Wash., will be radiocast by Station KTCL, Seattle, 305 meters wavelength. The service begins at 8 p. m., Pacific standard time.

PORTLAND, ORE.

The regular Sunday evening service of First Church of Christ, Scientist, Portland, Ore., will be radiocast by Station KOIN, Portland, 319 meters wavelength. The service begins at 8 p. m., Pacific standard time.

SAN FRANCISCO

The regular Sunday evening service of First Church of Christ, Scientist, San Francisco, Calif., will be radiocast by Station KFWI, San Francisco, 226 meters wavelength. The service begins at 8 p. m., Pacific standard time.

LONG BEACH

The regular Sunday evening service of First Church of Christ, Scientist, Long Beach, Calif., will be radiocast by Station KFON, Long Beach, 232 meters wavelength. The service begins at 8 p. m., Pacific standard time.

PASADENA

The regular Sunday morning service of First Church of Christ, Pasadena, Calif., will be radiocast by Station KPSN, Pasadena, 316 meters wavelength. The service begins at 11 a. m., Pacific standard time.

Registered at the Christian Science Publishing House

Among the visitors from various parts of the world who registered at the Christian Science Publishing House yesterday were the following:

Arthur Henry Swank, Fremont, O.
Mrs. Grace F. Post, Miami, Fla.
John M. Falck, Portland, Ore.
Charles C. Hatcher Jr., Chicago, Ill.
Alfred R. Lombard, Lee, Me.
M. F. Hall, Worcester, Mass.
Mary V. Smith, Worcester, Mass.

DEMOCRATS ASK MAJORITY RULE

Abolition of Three-Fourths and Unit Vote Methods Sought by Iowans

By FREDERIC WILLIAM WILE

WASHINGTON, May 13—Democratic political leaders friendly to William G. McAdoo have just revived the movement to abrogate the two-thirds rule at Democratic national conventions. The movement has been launched at the moment of Mr. McAdoo's presence in Washington and in the midst of informal conferences among his political friends.

The two members of the Democratic National Committee from Iowa—Clyde L. Herring, national committeeman, and Mrs. Madge O'Neill, national committeewomen — are sponsors for the proposal to substitute "majority rule" for the two-thirds provision under which the Democratic Party now nominates candidates for President and Vice-President.

Mr. Herring and Edwin T. Meredith (the latter, formerly Secretary of Agriculture) led the Iowa delegation in New York in 1924. Iowa's 26 votes were cast for Mr. McAdoo to the last.

Within Reach of Majority

Woodrow Wilson's son-in-law was within reach of a majority at Madison Square Garden, though never in sight of the two-thirds vote (732) necessary to nominate. Mr. McAdoo reached his high-water mark on the sixty-ninth ballot, when he received 530 votes. That was only 17 short of a majority. After the ninety-fifth ballot, on which he had 417 votes, a proposal to abrogate the two-thirds rule was rejected by an overwhelming viva voce vote.

The Iowa national committee members have addressed an identical letter to all of their fellow committeemen and asked for an expression of their opinion on abrogation of the two-thirds system. The Herring-O'Neill communicatin reads, in part:

"At a meeting of the Iowa Democratic state central committee held in Des Moines in January of this year, a resolution was unanimously passed asking the undersigned, as Iowa representatives upon the Democratic national committee, to use every possible effort to bring about the abandonment of the so-called two-thirds rule as the method of selecting presidential candidates.

"We are personally in wholehearted accord with this resolution and would like to see the Democratic National Committee go on record in favor of the abolishment, not only of the two-thirds rule, but of the unit rule as well.

"However, we realize that there are some very sincere Democrats who feel otherwise, and it is for the purpose of obtaining arguments in favor of the retention of this two-thirds rule that we are writing you. One of the objections most commonly urged against the abolition of the two-thirds rule is that it might make possible the nomination of some certain candidate. This objection has no weight with us.

"We believe that any candidate who can obtain a majority of the convention is entitled to the nomination and we unhesitatingly pledge our support to any candidate who can secure the support of a majority of the delegates in any Democratic convention which is not controlled by the two-thirds and unit rules."

Started in 1832

Mr. Herring and Mrs. O'Neill supplement their appeal to their fellow committee members with a brief history of the two-thirds rule. It was born in 1832, but in the Democratic National Convention of that year was imposed only upon the vice-presidential nomination. In 1836 it was arranged to have the rule extended so as to cover presidential as well as vice-presidential nominations. "How absurd it is," say Mr. Herring and Mrs. O'Neill, "that the party founded by Thomas Jefferson in its most vital deliberations ignores Jefferson's cardinal tenet on majority rule! How absurd that the Republican Party, the heir of Hamilton, is more democratic in its nominating machinery than the Democrats!"

Mr. McAdoo maintains that he has become a wholly unofficial observer of Democratic politics, with 1928 remote from his thought. But in Washington for the past fortnight he has been consorting, as of yore, with all the local champions of the 1924 McAdoo "movement."

Local Classified

Other Than United States and Canada

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BOSTON, Trinity Court, Dartmouth St.—Large 2-room suite and bath equipped for light housekeeping; cool; sublet for summer or by week; price $55 month. Box S-221, The Christian Science Monitor, Boston.

BOSTON, Riverway—4 rooms, kitchenette; sublet part or whole time, June, July, Aug.; $80 month; ideal summer location. Box P-217, The Christian Science Monitor, Boston.

BROOKLYN HEIGHTS, N. Y.—Top floor, elevator apartment; attractively furnished 3 rooms, real kitchen, roof garden; overlooking bay; near subways; moderate rental. Main 8638.

MONTCLAIR, N. J.—Furnished apartment for summer; four large, airy rooms; references essential. J. P. LARDNER, 22 St. Luke's Place. Telephone 9265.

NEW YORK—From last of June to September, facing campus Barnard College, Columbia University and public tennis courts; short block from Riverside Drive; six light rooms, bath, extra lavatory; reasonable; good maid would stay if wanted. AYERS, 49 Claremont Ave. Tel. Cathedral 2959.

NEW YORK CITY, 243 West End Ave (The Cardinal)—Furnished apartment, combination living-sleeping room, kitchenette, bath; 5 outside windows; river view; southwestern exposure. Telephone Trafalgar 3000, Apt. 1109.

NEW YORK CITY, 312 West 109th—Five-room apartment attractively furnished, May 15 to Oct. 15; one block Riverside Drive, Fifth Avenue bus, subway. Academy 0406 or Murray Hill 5822.

NEW YORK CITY, 338 W. 71st St.—Private home, without basement, 8 rooms, 3 baths; half price to careful, responsible party; seen by appointment. Telephone after six—Endicott 1901.

NEW YORK CITY, 13 Gramercy Park—Delightful summer housekeeping apartment overlooking park, large studio, fireplace, two bedrooms; less than rental. Telephone Gramercy 4871.

N. Y. C., 29 West 49th—Attractive three-room bath apartment, June first; reasonable; piano. Circle 6437. COMBS.

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THE HOMING REALTY
504 W. 112th, N. Y. C. Cathedral 9549

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COUPLE WANTED—Woman to cook and run household; man with knowledge of vegetable and flower gardening, vicinity of Greenwich, Conn.; state references, salary, ability. Box W-222, The Christian Science Monitor, 270 Madison Ave., New York City.

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PARIS, FRANCE—For rent, beautifully furnished 4-room apartment; 2 maids' rooms; modern; splendid location. Write CAPTAIN CAMPBELL, Army Supply Base, Brooklyn, N. Y.

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Bridgeport

Read's
BRIDGEPORT, CONNECTICUT

Our Great Annual May Sale of Housefurnishings China and Glass

Comes to a Close Saturday at 6 P. M.

In the remaining time between now and then, you will find it convenient and very profitable to check on household supplies and buy at special sale prices. Lamps, household items without number, American porcelain dinner sets and colorful glass ware are a sample of the splendid bargains obtainable at reductions during the remainder of the sale, which ends Saturday night.

THOMPSON'S
Apparel Shop
Exclusive Models in
GOWNS, FURS and WRAPS
Watson Bldg. 985 Main St.
Phone Noble 4729

Daily Freight Service between New York City and Southern New England
THE HEGEMAN TRANSFER and LIGHTERAGE TERMINAL, INC.
1026 North Avenue, Bridgeport, Conn.

Quality Apparel for Men, Boys and Children at Moderate Prices
Johnson & Sons "The Lue Stor"

BESSE SYSTEM CO., Bridgeport, Conn.
Outfitters of Men and Boys.
SHOES for Men, Women and Children
FOSTER-BESSE CO.

HENRY C. REID & SON
Watches, Diamonds and Jewelry
Fine Repairing

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"Let us supply your needs in china, glassware, gifts and kitchen utensils"
THE CHINA & GIFT SHOP
130 Main St., Bristol, Conn.

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THE PYNE PRINTERY, INC.
Good Printing of Every description for Particular People
195 Pearl Street Phone 2,0320
(Next to Telephone Co. Building)

All kinds of electrical work installed. Repairs and electrifying all kinds of Vases and Lamps.
SYKES ELECTRIC COMPANY
522½ Asylum Street
2-1390 Home—Valley 433

Good Shoes and Hosiery. We feature Hanan Shoes for Men and Women
James Lawrence & Son
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70 Pratt Street 859 Main Street

FAIRFAX FLATWARE
has become one of the world's most popular patterns.

559 MAIN Beroth Bread Shop 1123 MAIN

WEST HILL GROCERY
765 Farmington Avenue

C. W. DOWNING
Men's Wear
366 ASYLUM St. Hotel Garde Bldg.

Meriden

The Cherniack Co.
Furriers and Women's Outfitters
Colony Street
Perfection Is Our Aim

The Domestic Laundry Co.
LAUNDERERS DRY CLEANERS
136 Hanover St. Tel. 1503

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Matrix Shoes
with the molded insole
Colony Building, Upstairs, Room 101

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PLATT & PLATT
Hats Cleaned and Blocked
HATS MADE TO ORDER
Straw Hats Made to Fit Any Head
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FOR QUALITY
Meats—Vegetables—Fruits
Park and Elm Street Phone Col. 5130

Mrs. Emley's Food Shop
Home Bakery
Phone Col. 6193 1361½ Chapel St.

CONNECTICUT

New Haven
(Continued)

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THE GIRLS' SHOP
DISPLAYS
New Frocks
For Play Wear,
For Dress Wear,
For Everywhere

From the clever little "

ADVERTISEMENTS UNDER CITY HEADINGS

MASSACHUSETTS

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(Continued)

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D. & H.
Lackawanna Coal
Cogswell Ave., Cambridge, Mass.
Telephone Porter 0574

BREAKFAST 7:30-9:30 LUNCHEON 11:30-2:00 DINNER 5:30-8:00
AFTERNOON TEA 3:30-5:00 A LA CARTE 11:30-10:00
SUNLIGHT KITCHEN
Delicious Food *Home Cooking*
1695 Massachusetts Avenue
Cambridge, Mass.

HARVARD TAXI
Heated Meter Cabs
UNIVERSITY 4000

Dedham

DEDHAM
CUSTOM LAUNDRY
Ded. 0108 121-125 East St., Dedham
Try Our Home Service Plan
10 lbs. for 1.50 (minimum charge)
Everything ready to use. All wearing apparel finished by hand.
Circulars mailed upon request

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IVER-JOHNSON Sporting Goods COMPANY

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PRINTING COMPANY
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Uptown Store 796 Main Street
Telephone 1997
Downtown Store 325 Main Street
Telephone 1410
WE CARRY MONARCH COCOA

Tested Garden Seeds
FITCHBURG
HARDWARE COMPANY
We sell the Osborn Split Duster
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ANNA HARLOW
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2-3-4 or 5 same price

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J. F. CHAFFIN COMPANY
356 Main Street

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COAL
Tel. 456 4 Day Street

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Electrical Contractors and Engineers
Electrical Supplies
20 CUSHING STREET PHONE 1000

Uplook Tea Room
Corner Fox and Elm Streets
Service 11 A. M. to 7 P. M.
Elizabeth McIntire

CLEANING, PRESSING, REPAIRING
We buy and sell ladies' and gentlemen's second hand garments.
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First Class Provisions
10 Putnam Street Telephone 1417-1418

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Fresh Jersey Pork Products
SPRING VALLEY DAIRY PRODUCTS
19 Day Street Phone 1270

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Ice Cream—Candy—Salted Nuts
Catering for Weddings, Dinners and Parties given personal attention.
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MRS. MILLICENT D. MURCH
Registered Spencer Corsetiere
Satisfaction Guaranteed
107 Payson Street Phone 2971-M

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Clark's Flower Shop
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LEON A. PELTIER
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Imported English Jams
Strawberry—Raspberry—Black Currant
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Ralph H. Armstrong Charles E. Kelley
Insurance of Every Description
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Ladies' Hairdressing
Manicuring, Marceling, Shampooing.
Specialist in Permanent Waving.
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Complete Home Furnishers
Reproductions in Colonial Furniture

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ARCH PRESERVER SHOE
Sold exclusively by
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Merrimack Square, Theatre Building

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"We Alemite and Do It Right"
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are specially designed to each client's own measurements. Call
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REGISTERED SPENCER CORSETIERE
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Dress Goods, Silks, Woolens, Cotton, Velvets, Linings, etc. Samples on request.
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FLORISTS
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FANCY CAKES AND COOKIES FOR THAT AFTERNOON TEA

THE LADIES' SPECIALTY SHOP
141 Merrimack Street
"Numaid" pure Silk Hose $2.00.
"Gordon H 306" $2.35.
"Our Special" $1.50, in all the leading shades.

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"The House for Service"
It's not the OUTSIDE
appearance that determines the value of furniture. How is it made under the cover? That's what we like to tell you about.
W. B. GIFFORD
97-99 Market Street, Lynn

We Have a Service Suitable for Every Household
Whyte's Enterprise Laundry
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Furniture Work with a Guarantee
Trucking Service From Brookline to Gloucester
Estimates Freely Given
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Security Trust Building
Tel. Breakers 9325 Room 501

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Anthracite and Bituminous, and Wood
Sprague, Breed, Stevens & Newhall
Incorporated 8 Central Square

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PLAITING
done on short notice
REASONABLE PRICES
F. N. JOSLIN CO.
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Telephone Malden 6087

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"The Finest Made"
For WELL-DRESSED MEN
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Furniture Company
New Bedford, Mass.
REAL GOOD FURNITURE
for Every Room in the House

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In the Latest Spring and Summer Modes
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New Bedford
(Continued)


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RELIABLE WORKMEN
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We have a fine assortment of Fancy Candies to meet your every need.
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Easy to Launder, give long service and Low Cost makes them the leading silk undergarment of the season.
Costume Slips with hip hem, $2.98
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Special combination sale of Slip and Bloomer, $4.45
Or Slip and Step-in, $4.45
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Order Your Summer Suit Now
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We Write All Kinds
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Spring Millinery Now Ready for Inspection

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ALWAYS THE BEST IN MUSIC
Pianos, Victrolas, Musical Instruments.
We solicit your patronage.

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170 HIGH STREET
Gas, Oil and Accessories
Stop here for real service

NEW CHINA RESTAURANT
American and Chinese Food
Special Luncheon and Evening Dinner
54 State Street Telephone 1380

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Delicious Chocolates, Bonbons
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ICE CREAM
Made on the premises.
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Deliveries in all the Newtons
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FINE WALL PAPERS
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Samples shown at your home
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Dresses for Children of All Ages
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MASSACHUSETTS

Newtonville
(Continued)

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Near Corner Centre Street
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'Phone Centre Newton 1984-M

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Commercial Work a Specialty
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Monarch Breakfast Cocoa
Monarch Canned Fruits and Vegetables
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Pure
Thread Silk
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All the new shades and staple colors
$2.00 Pair
MAIL ORDERS FILLED
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DISTINCTIVE and SMART
The Very Newest in
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H. S. LEVY
With Holden & Stone Co.

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Home Furnishers
D. J. SHAW, Mgr.
Where you can buy in confidence. Good Values. But never at the expense of Good Quality.
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Always something new and special for gifts.

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Until June 1, $20

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NOVELTIES *CHOCOLATES*
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Resources over Six Million Dollars
Why not start a Savings Account?

MASSACHUSETTS

Pittsfield
(Continued)

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BAGS
$1.55 to $2.25
Any winter garment can be satisfactorily and safely put away for winter storage in one of these "Moth-Proof, Dust-Proof, and Damp-Proof" Bags. Buy several of them at this low range of prices.
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THE WALLACE CO.

A Good Place to Buy Everything for the Table
Quality and Variety at Saving Prices
Free Delivery Service
THE GEO. W. KELSEY CO.
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Quincy

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PUBLIC MARKET
The Old Reliable Family Store
Choice meats, fresh fish, and vegetables. Best line of groceries.
Free delivery to all parts of the city, including Quincy, Atlantic and Norfolk Downs.
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Granite 0097 and 0098

For Fine Foods Go to
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ATLANTIC, Granite 0792, Sagamore St.
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MOUNT WOLLASTON
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SAVINGS DEPARTMENT
Interest begins first day of each month
Safe Deposits Vaults

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Home of Good Furniture
Everything for the Home — PIANOS
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Attractive Specialty Shop
Everything for Children
Ladies' Silk Dresses and Silk Hosiery
Silk Scarfs
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Why don't you have your fine wool blankets renapped and refinished by the special Old Colony process?
OLD COLONY LAUNDRY
Quincy, Mass.

RALPH COAL CO.
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Granite 0839

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Granite 3565-M

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Chocolates, Caramels, Bon-Bons, Salted Nuts
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Established 1876
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Full line of Dress Goods
1562 Hancock St. (Opposite Quincy Theatre)
Telephone orders given careful attention
Delivery free Granite 5129-R

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Interior Decorating and Furnishings
Rugs, Linens and Antiques
4 Elm St., Braintree, Mass.

TALBOT-QUINCY, Inc.
Men's and Boys'
Clothiers, Hatters, Furnishers
387 Hancock Street

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Individually designed. Corset service.
Telephone for appointment to
MRS. NETTIE V. DUNCAN, Corsetiere
375 Newport Avenue, Wollaston
Granite 6333-R

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who would like a quiet Sunday afternoon may leave their children in competent hands amid harmonious surroundings.
MRS. L. C. BLUNT, 98 Henry St., Atlantic
Phone before 9 A. M., Granite 3032-M

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Battery and Ignition
Factory Service
J. F. Clinton A. L. Patstone
184 Washington St. Granite 1586

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REAL ESTATE
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Expert repairs on Knight motored cars and Overlands. Also general repairs on all makes of cars.
Granite 5708 Granite 6091-M

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Don't forget we carry Canada Dry Ginger Ale. Telephone orders a specialty.
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Bass Rangeley Moccasin
for the Whole Family
An Ideal Shoe for Comfort and Wear
MOORHEAD'S SHOE STORE

MASSACHUSETTS

Quincy
(Continued)

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Wills and Trusts Commercial Foreign *Savings Deposit Certificates Safe Deposit*
Oldest—Strongest—Largest Commercial Bank in Quincy

"NINE GRANITE STREET"
Gifts reflect thought
Linens, Brasses, Pewter, Pottery, Furniture and Oriental Rugs
Chocolates
Special hand wrought brass book ends
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QUINCY COAL COMPANY
156 Penn St., Quincy Granite 0047

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Player Work a Specialty
ARTHUR J. JOHNSON
Organist and Pianist
Formerly with Ivers & Pond, Chickering and Hallet & Davis.
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Tel. Granite 5869-M

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78 Washington Street Granite 2399
Hewitt Tires—U. S. Oils

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SPECIAL SALE
of Wash Silk Dresses and all Summer Wearing Apparel.
249 Highland Ave., Wollaston Gr. 4148-M

DRESSES—Special Showing
of the Georgette and Polka Dot also the New Wash Crepe
WADSWORTH'S

WELLS G. RUGGLES
Real Estate *Insurance*
Corner Washington and Temple Streets
Room 7 Granite 0093

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TAYLOR HAT SHOP
7½ Maple Street

FRED P. CRONIN
Painting and Decorating
Telephone Braintree 716

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Satisfaction Guaranteed
at
WHYTE'S LAUNDRY Inc.
54 Auburn Street, Roslindale
A Service for Every Household
A. SHIRLEY BROWN, Manager.

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for Decoration Day
Natural Wreaths, Rustic Plant Baskets and Flower Bouquets our specialty.
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Tel. Mystic 0393

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314 Broadway Winter Hill

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MERCHANT TAILOR
Dyeing, Repairing, Cleansing and Pressing
Promptly Done
158 HIGHLAND AVE. TEL. SOMERSET 3980

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HOME MADE
BREAD, CAKE, PASTRY
312 Broadway Winter Hill

THE SMILE STORE
EDWARD A. WOOD
MUSIC CO.
Goods from 1c to $500.
Come in and get acquainted.
296A Broadway Winter Hill

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EXPRESS COMPANY
159 Pearl St., Somerville, Mass.
Phone Som. 8190, 8191.

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J. A. MARSH
Coal Company
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Springfield

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Public Stenographer
Room 518, 31 Elm Street
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68 Vernon Street
Good Food and a Clean Place to Eat
Hours 11:30 a. m. to 2 p. m., Evenings 5 to 7:30
One Hour Parking

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Hemstitching—Plaiting—Buttonholes—
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New and used Sewing Machines.
Expert Repairing.
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MASSACHUSETTS

Springfield
(Continued)

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High Grade Delicatessen
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Mail Orders filled.
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Flowers for All Occasions

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SUBURBAN AND FARMS
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HARDER COAL CO.
Coal for Families
Our Specialty
278 King Street Tel. River 2677

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Rugs and Carpets Steam Cleaned and Shampooed
FEATHERS RENOVATED
40 Taylor Street Tel. River 764

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Moving and Trucking
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CHINESE 'NEWS' STYLED DUBIOUS

Superficial Views of Tourists Not Complete Story of Real Conditions

By MARC T. GREENE

HONG KONG, March 28 (Special Correspondence)—It is a source of much concern among the American and English interests here, and to the 15,000 European residents of the Colony generally, that there is so much inaccuracy in the information that is being sent out to the world as to conditions in southern China. In fact, it is generally believed here that much of the alleged "news" is deliberate misrepresentation, for one purpose or another. A specific example was the assertion made in America a few days ago, as cabled to the East, to the effect that 15,000 Americans were living in China in perfect security and unconcern.

It is felt in Hong Kong, and in the Treaty Ports, that no good purpose whatever can be served by refusing to admit the gravity of conditions, and by attempting, on behalf of some propaganda or other, to minimize the immediate necessity of concerted action on the part of the Western powers to restore some sort of stability in China. The feeling in that regard is shared by every newcomer who stays long enough to learn anything about conditions and who takes the trouble to investigate them.

A very general source of information, or rather misinformation, in Europe and America of late appears to be returned tourists from "world cruises," who stay 48 hours, talk with a booking-agency guide or a hotel clerk, and then return to give "interviews" to half a dozen newspapers. Not any of these tourists are permitted by their guardians to get beyond the borders of the Settlements, but they wander in the evening about the Chinese streets of Hong Kong, safe as on the Strand, and feel a delicious thrill of apprehension. But the only hostility they note is the indignation of a rebuffed 'riksha man, and they go home to describe the "calm" conditions in China, and the exaggeration of any other information.

Chaos in South Also

What are the facts, then, as to southern China? For the general chaos here is quite as great, though the hostilities are not so noisy, as in the north. That is a very difficult question to meet, as the inquirer soon finds. The reason is that there are no accurate sources of information, for all transportation lines and means of communication are either entirely inactive or very much disorganized. That brigandage is rampant all over the south is clear enough, from the stories of raided villages and pirated vessels that reach the Colony daily. Such happenings have even taken place within 20 miles of the border of the Settlement. And in Hong Kong itself arrests for the possession of bombs are of weekly occurrence.

Towns all over the interior find themselves alternately in the possession of "Red" armies and "White" armies, in whose hands they are equally miserable. The utter absence of any government anywhere to which appeal can be made on anything with any hope of response encourages brigandage to an appalling extent. The bands of brigands exist upon levies of money and food from towns and villages and the countryside. Last week a band descended upon a certain village not far from Canton and demanded of the village headmen $5000 in gold. It was refused because the request was impossible. The next day the band returned and exacted a dire vengeance. Appeal to Canton did no good. Canton had other matters on its hands.

Russian Advisers Unpopular

The followers of Chang Kai-shek and Wang Ching-wei were commencing to manifest restiveness toward the southern government's Russian advisers, and recently there was a raid on the Russo Club at Tungshan, while the two journals sympathizing with Canton Communists, the Kuo Jih Pao and the Kuo Min Shin Wen, have, temporarily at least, suspended publication. This presumable change of front toward the Communistic influence at Canton is regarded here as a happy augury; for no one in Hong Kong can discern, or ever has discerned, anything but Moscow at the back of the whole trouble.

Generals Chang and Li are in the ascendency at Canton at the present moment; and while Chang is pro-Soviet, Li has been deemed antagonistic. There is reason to believe, however, that a compromise has been reached between them. But "reason to believe," or not to believe, is all that can be attained, even in respect of Canton, less than 50 miles from here. The train service over the Kowloon-Canton road has not been in operation for a long time, and even telephone service is suspended as this article is being written. The Canton police headquarters censors all news and suppresses most, and martial law prevails most of the time over a large part of Canton.

Two Different Countries

The foregoing is only a very fragmentary comment on prevailing conditions in the south. Its significance lies, however in its applicability, as a story of chaos, to the whole of China. I have not yet been to the north nor had any opportunity to get to know anything of the situation there. But North and South China are today, to all intents and purposes, two different countries.

Canton is little concerned with northern differences, nor with the respective achievements of General this or that. Canton owes no allegiance to Peking, of course; and 100 bands of bandits, fleets of river and coast pirates, and roving hordes of escaped criminals and deserters from various armies owe no allegiance to anybody. The result is chaos and can be nothing but chaos while such conditions continue. And to deny their gravity and endeavor to gloss them over with a coating of sentimentality is but to foster and encourage them.

The facts to remember, and to act upon before European interests and prestige and, above all, influence for good in China suffer any more, are these: The great mass of the Chinese people is law-abiding and peace-loving, friendly, large-hearted and tolerant. It hates neither the English nor anyone else. It is not concerned with the question of extraterritoriality, because it has not the faintest notion of what that is. A large part of it knows neither what nor where England is.

The point necessary to be made, then, is that there is no such thing as Chinese hostility, generally speaking, toward England. The hostility exists but on the part of a very, very small minority which has been aroused to that hostility by Soviet propaganda; and that cannot be too often repeated. Thus has resulted great harm in many ways in Hong Kong and in the Treaty Ports. But it is the brigandage resulting from the lack of a stable government and consequently of any adequate policing power, and the aspirations toward power and the spoils of victory of a score of political and military adventurers, which are responsible for this ever-increasing chaos in China, and with which Europe, if it can spare the time from its task of trying to salve the Locarno Pact, should at once deal!

Treasures of Ancient London Few Feet Beneath Modern City

Building Contractors, Digging for Firm Foundations, as Likely to Shovel Up Bowls and Pitchers

London Special Correspondence

THERE are always excavators at work in London. And, though the object of their digging is generally the finding of firm foundations for the London of the future, they are always ready—owners, architects, and contractors—to give facilities to those who would seize the opportunity of picking up what scraps they may of the history of the London of the past.

During the year 1925 they have turned up numbers of objects which illustrate the history of the city and the manners of its inhabitants from the earliest times onward. Last September, for instance, was found a finely polished stone ax head. The place where this lay, Upper Thames Street, was most likely part of the river bed at the time when it was lost, which was probably not much less than 4000 years ago. For that is thought to be about the time when metals began to be used in this part of the world.

Samian Ware

Relics of the Roman occupation abound all over London at a depth of about 16 feet below the present surface level.

The illustration shows a fine bowl of the red "Samian" ware, which was the best dining-room crockery in every self-respecting Roman home during the first two centuries of their settlement in England. This one was made in southern Gaul at about 100 A. D. On the missing portion was probably the signature of the maker. For the potter in those days seldom missed the opportunity of the advertisement to be obtained by stamping his name distinctly on his wares.

The mixing bowl, for example, shown in the same photograph, has the name Albinus on the rim, on one side of the lip, and the place of manufacture, Lugudunum, Lyons, on the other. Other similar mortaria, as they are called, found in various parts of London during the year, show the names of "Secundus," "Sollus," and "Marinus." These stamps, with their "fancy" lettering and ornamental borders are not unlike the "trade-mark" of today.

Viking Spearhead

A "viking" spearhead of the tenth century is a relic of a period of London's history, of which relics are rare. It was found just outside the line of the city wall, close beside Aldersgate. It was deep down, below the layer of black mud which shows where the great ditch used to be, having probably got buried thus far down when the moat was deepened and widened in the Middle Ages. It may well have fallen from its owner's hand on the day when, 1001 years ago, Kings Olaf and Sweyn came up the Thames with 94 ships, and made their great assault on the walls of London. But the stout Roman walls, put into a thorough state of repair by Alfred the Great, and manned by the men of London, were too much for them so that they took ship and sailed away again that same night.

John, Earl of Cornwall

A fourteenth century flooring tile, with the royal arms of England on it, is an interesting confirmation of London's most noted historian, John Stow. He says that formerly on the east side of Little Trinity Lane there had been a great house of John, Earl of Cornwall. There were apparently no visible traces of it left when he wrote his "Survey of London" in 1598. This tile, dug up with others on this very spot, must surely have been part of the palace of the young brother of Edward III, built when the citizens of London, disgusted with Edward III's misgovernment, elected him to be "Warden of the City and Tower of London."

In an old well at the eastern end of the city a heap of broken jugs and other potsherds carry on the story of the town for another hundred years. A pitcher from this source with perpendicular stripes of yellow is a good, if unusual, example of decorated earthenware of the fifteenth century.

The Tudor period is represented by the remains of what must have been a very handsome stove, made of green and yellow glazed tiles with designs in bold relief, and brought to light during rebuilding operations in Warwick Square.

A few other similar tiles have from time to time been found, some of them with monograms and dates which show that they belong to Queen Elizabeth's reign. The stove is of a distinctly German type, so that it is most likely the work of a German craftsman working in England.

All these objects have found their way to the Guildhall, where there is a museum entirely devoted to the history of the city.



Small Photograph: Left, Spearhead of Tenth Century; Right, Flooring Tile of Early Fourteenth Century. Large Photograph: Left, Pitcher of Decorated Earthenware of Fourteenth Century; Upper Center, Mortarium or Mixing Bowl; Lower Center, Glazed Tile From a Stove of the Tudor Period; Right, Bowl of Samian Ware.

INDIA TO BUILD HOOGHLY BRIDGE

East Indian Railway Selects Bally, Six Miles Up River, as Site for Crossing

CALCUTTA, April 10 (Special Correspondence)—The problem of additional communications across the Hooghly, either at Calcutta, or at a point within a few miles of Calcutta, still continues greatly to agitate Calcutta citizens. A railway bridge over the river at Bally, five or six miles up the Hooghly above Calcutta has been sanctioned and is about to be built by the East Indian Railway.

At a recent meeting of the Bengal legislative council a resolution requesting the Bengal Government to accept the general idea that it should contribute to the cost of providing roads and pathways on the Bally Railway Bridge was turned down by a considerable majority in the Bengal legislative council.

It was explained that mainly on account of the utter inaudibility of the finance member, the implications of the proposal and its advantages were not understood or indeed even heard by members. The advantages, in fact, of a second bridge to the Howrah bridge and of a bridge for vehicular traffic for relieving the immense congestion of Calcutta's suburban traffic, are indeed overwhelming. Therefore, at the instance primarily of the public affairs committee of the Rotary Club, an agitation is being organized to secure a second discussion of the matter in the Legislative Council and to request the Government of Bengal to authorize the railway authorities to make provision in the structure of the proposed bridge for the construction of roadways for vehicular and foot traffic.

It is estimated that the cost of building main girders of the requisite strength to provide roadways and footpaths would be 618,000 rupees. This the Government is prepared to sanction if the Legislative Council will agree. Mr. Remfry, who is moving in the matter on behalf of the Rotary Club, estimated that the population of Calcutta will steadily develop toward the north, as in that direction there are large areas that can be opened up. He reckons that by 1950 the population of Calcutta and its suburbs will be 2,000,000 and that further roadways across the river, in addition to the Howrah bridge, would be absolutely essential.

On the other hand, Bengal opinion, outside Calcutta and its immediate neighborhood, is apt to be somewhat critical and to maintain that the province and the villages need many things much more than a bridge, which is primarily serving only the capital.

SHANGHAI JEW AIDS PALESTINE

Bequest of E. S. Kadoorie Provides Benefits for Future Inhabitants

JERUSALEM, April 20 (Special Correspondence)—Increase of the productive capacity of Palestine, measures to benefit agriculture, the country's "staple industry and principal source of wealth," encouragement for industries with the object of reducing the cost of living, better schools and increased facilities for technical education which the bequest of the late E. S. Kadoorie, Jewish philanthropist of Shanghai, makes possible, Government assistance to private schools, definition of the powers and functions of the municipal councils to be elected by ballot, improvements in the labor conditions—these were among the steps included in the program of the Palestine Government as outlined by the High Commissioner, Field Marshal Lord Plumer, when he received a deputation of the Palestine Arab Executive, who requested an interview with the High Commissioner to hear the Government reply to their memorandum.

Law and Order First

The High Commissioner declined to discuss "orally or in writing" the first part of the memorandum criticizing the Mandate, the Government policy and the former High Commissioner, Sir Herbert Samuel. Lord Plumer took the occasion to point out that all reforms depended on law and order being maintained, emphasizing that "at no time has this been so essential as it is today" and warning his hearers that a "heavy responsibility will lie on any who fail to realize and act up to their responsibility."

Lord Plumer also said, in part:

In the second part of the memorandum proposals were put forward which it was urged would promote the general welfare of the people of the country, and these proposals have been very carefully considered by me and by those who work with me in the Administration.

The Government will make every effort to introduce legislative and administrative measures which will benefit agriculture and thereby lay the foundations for an era of prosperity for the cultivators of the land. These foundations cannot be either stable or permanent unless the cultivators have an assurance of the security of their tenure and title, and it is only when this security is assured that a satisfactory credit system, without which agriculture cannot prosper, can be established.

For this a simplification of the system of taxation and of tax collection is essential, and it is intended to replace the system of tithes by some form of land tax at the earliest possible moment.

The Government are fully alive to their responsibility to do all in their power to reduce the present high cost of living. With this object in view they will encourage the establishment and development of industries which would utilize the raw materials and other products of the country.

I am keenly alive to the need for more and better schools and for increased facilities for technical education. I hope that with the funds of the Kadoorie bequest it may shortly be possible to establish the agricultural schools in which a number of students will receive a practical training in agriculture.

As regards local government: As has been stated at a representative meeting of mayors on Dec. 16, 1925, the Government intends to provide that members of the municipal councils shall be elected by ballot, and at the same time they will introduce a measure which will define more clearly the power and functions of municipal councils.

An ordinance is being issued by which religious communities can on application be organized as such and hereby obtain certain administrative powers.

The telegraph and telephone system is being developed throughout the country.

OIL DESTROYING WATER-BIRDS

VICTORIA, B. C., May 6 (Special Correspondence)—The use of fuel oil by steamships is proving a disaster to the waterfowl of the British Columbia Coast, according to officials of the provincial game conservation board. They are studying the problem now, following investigations which show that countless thousands of water-birds have been destroyed by the release of crude oil upon tidal waters. The problem is international in character as ships of all nations are responsible for the spread of oil, it is explained. The game authorities here will endeavor to secure governmental action to prevent the reckless use of oil where waterfowl congregate.

KLAIPEDA PORT OPEN TO TRADE

Completion and Extension of Harbor Is Goal of Present Activity

KAUNAS (KOVNO), April 26 (Special Correspondence) — The little port of Klaipeda (Memel) is beginning to wake from its four years of sleep, now that the Lithuanian Government, in spite of the non-settlement of its quarrel with Poland over Vilna, has once again opened the river Niemen to timber rafting. Timber has always been Klaipeda's chief export, and the cessation of the traffic has led to much distress.

Many of the coastal and river vessels have been beached and are being repaired, cleaned and repainted for summer navigation. Much activity too is being shown in the various port workshops where the necessary parts for such vessels are being made.

The harbor, which was unfinished under the Germans, remained so during the war. In 1924 the breakwaters, the northern one 1100 meters in length and the southern one 1200 meters in length, were in places so damaged as to be in danger of being entirely washed away. Last year the destroyed portions of the breakwaters were restored, and the head of the northern mole, which the Germans had not finished building, was completed. The head of the southern mole is also being completed. Much labor and a considerable force of workmen have been required to restore the neglected harbor and shipping, but the bulk of the more urgent work is now finished.

The craft owned by the port include eight steamers, two motorboats, six steam dredgers, and one motor-dredger; in all, the port possesses about 100 vessels, cutters and other descriptions of shipping. For shifting cargo there are two small cranes and a big electric one.

According to a newly prepared plan, however, the port will be improved and extended. In many places the harbor shore will be excavated when extending the basin. Numerous new buildings are projected for the export port; work has already begun on a warehouse, but operations have been temporarily suspended. This warehouse will be equipped in up-to-date style with cranes, lifts, etc. Many of the port buildings will be placed near the present fishing harbor, while the harbor itself will be extended and adapted to communication by internal waterway.

In addition, foreign merchants, realizing the potential importance of Klaipeda, are erecting their own warehouses on the spot. Last autumn the Russian Naftprodukt Company built three tanks for its petrol, lubricating oil and benzine. Two other foreign trading companies intend to build tanks, so that three foreign concerns will possess their own petrol and lubricating oil depots at Klaipeda.

The protection and supervision of the port call for great diligence. Along the shore the Neringa forms as it were a natural mole and its shifting sand dunes, blown by the wind, often silt into the harbor. Special means are therefore necessary for control of the shores and to hold back the sand. Seeing that the Neringa within the harbor zone, extends about 10 kilometers, many men are needed to look after the sand bar. During the war, this inspection was abandoned, and in many places the shores were demolished. All these defects have now been removed and suitable inspection has been organized.

MODIFICATION FAVORED

ERIE, Pa., May 14 (AP)—A resolution favoring modification of the Volstead Act "so that the people of our country may enjoy a good, wholesome and substantial glass of light wine or beer" was passed by the convention of the Pennsylvania Federation of Labor, without a dissenting vote.

WOMEN SEEKING EQUAL RIGHTS

Dutch Married Women Desire Amelioration of Status in the Home

THE HAGUE, April 20 (Special Correspondence)—On the initiative of the Netherlands Society of Women Citizens, a nation-wide movement has been intiated in order to secure a better legal status for the married woman. To this end a committee was formed, of which Dr. Samuel van Houten, who half a century ago started this movement, was appointed as honorary president.

The prospects for better marriage legislation are more hopeful than they have been for a long time, Miss Anna Polak, director of the National Bureau for Women's Work, declared to the representative of The Christian Science Monitor. Until recently, she explained, the conservative parties had always been opposed to reforms of this kind, because it was deemed to be contrary to an orthodox interpretation of the Bible. One of the strongest conservative parties, however, had lately reconsidered its attitude, and was now, to a certain extent, in favor of more equal rights for women and men concerning marriage. Thus, the question had left the field of theoretical desiderata for that of practical politics.

The Dutch matrimonial law, Miss Polak continued, is more backward than in any other European country. After marriage the wife practically loses the disposition of her own property, being unable to sell immovables without the consent of her husband, even when a marriage contract has been agreed upon. The husband administers these properties and the children are educated according to his wishes. The wife has to be obedient to her husband and has to follow him wherever he desires.

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THE CHRISTIAN SCIENCE MONITOR

SECTION 1 BOSTON, FRIDAY, MAY 14, 1926 PAGES 1 TO 12

Michigan Supplement



State's Industrial Gains Due to Mechanics' Skill

"Hickory-Shirted Workman" Accounted Responsible for Leadership in Motors

By JOHN L. LOVETT
General Manager, Michigan Manufacturers' Association

MICHIGAN owes its position as one of the large industrial states primarily to the shop mechanic—the hickory-shirted workman with tool kit. A profusion of these skilled mechanics was what located the auto industry in Michigan. Men who knew how to make steam engines, gasoline engines, and operate factories were plentiful. Shipbuilding, threshing-machine construction, and engine construction for ships had trained a large number of men who could quickly go into quantity production upon the gasoline engine and the motorcar.

Today these old mechanics are presidents, general managers, superintendents and foremen of large plants. These mechanics, taken from the benches of other industries and made foremen in the motorcar industry, designed most of the automatic and semi-automatic machinery used in building automobiles.

The value of Michigan's manufactured products today is more than $4,000,000,000 annually. In 1923, according to the latest census report, this value was $3,870,434,161. The 1923 census figures placed Michigan as the seventh manufacturing state in the Union. Up-to-date figures might advance Michigan another place.

There has always been some manufacturing in Michigan, but until 15 years ago the State was considered an agricultural State. Today the value of its industrial products is about three times that of its agricultural products. Its manufactures are as diversified as its farm products. A compilation by the United States Census Bureau, showing the 10 leading industries and their growth from 1914 to 1923, gives an interesting industrial picture of the State:

	Year	No. of estab.	Wage earners	Value of products
Motor vehicles	1914	65	42,802	$216,749,000
	1923	54	148,298	1,551,990,980
Auto bodies and parts	1914	140	24,726	71,546,000
	1923	175	70,157	476,823,287
Foundry and machine shop prod.	1914	502	17,603	29,439,000
	1923	434	34,080	165,756,523
Engines and water wheels	1914	43	4,427	12,389,000
	1923	29	14,157	99,418,313
Furniture	1914	192	14,706	30,185,000
	1923	169	20,685	98,039,416
Paper and wood pulp	1914	32	4,827	13,922,000
	1923	42	11,285	85,841,816
Brass, bronze and copper	1914	60	4,771	13,890,000
	1923	82	7,832	57,506,906
Chemicals	1914	36	4,509	13,891,000
	1923	21	5,039	43,879,853
Bread and other bakery prod.	1914	923	4,014	16,082,000
	1923	805	6,286	43,231,148
Iron and steel forgings	1914	11	552	1,493,000
	1923	18	4,514	34,803,365

The total number of wage earners employed, according to the 1923 figures from the Census Bureau, were 503,492; and the total wages paid, $768,650,240. In 1914 the value of all the industries

(Continued on Page 3F, Column 1)

ALEX J. GROESBECK
Governor of Michigan
Photo by D. D. Spellman

Michigan's Leadership Continues

State's Economic Possibilities Were Seen by Franklin in Negotiating Treaty

By ALEX J. GROESBECK
Governor of Michigan

Lansing, Michigan

WHEN Benjamin Franklin, John Adams and John Jay were negotiating the Treaty of 1783 with England, it was Franklin who insisted that the territory which embraced that portion of the country now known as Michigan be made a part of the United States. A strong effort was being made by the English commissioners to fix the northern boundary line at the Ohio River. Franklin had been advised that there were rich copper deposits on Isle Royale in Lake Superior, and he was determined that the northern boundary line be fixed along the Great Lakes so that Isle Royale would be a part of the nation he had taken so prominent a part in creating. He was successful in his efforts, and when the treaty was signed England released a rich storehouse of natural advantages and wealth. The greater portion of that territory now comprises the State of Michigan. While Franklin's information as to the location of Michigan's vast mineral wealth was not exactly correct, the State has lived up to his expectations.

Bounded on three sides by the Great Lakes, with a shore line of 1624 miles, nearly 500 miles longer than that of any other state, its combined water, rail and motor transportation facilities are a possession of untold value. The entire shore line is dotted with accessible harbors. Lake freighters carry practically all of the Upper Peninsula's mineral production to the furnaces of Ohio and Pennsylvania. The immense fruit crop of western Michigan is loaded in the evening at Lake Michigan ports and delivered by boat before sunrise to America's second greatest city. With the completion of a deep-water connection through the St. Lawrence Valley to the Atlantic, every section of this State will be placed in direct water communication with all parts of the world. Even now supplies for the large paper mill industries that have developed here are being unloaded at Michigan ports direct from foreign ports. The total tonnage that has passed through the locks in a single year at Sault Ste. Marie has reached 91,888,219 tons. Compared with the 26,994,710 tonnage that passed through the Panama Canal in 1923-24, it is easy to visualize the vastness of the water transportation of Michigan. And all of the shipping of the State does not pass through the "Soo" Canal.

There is another way that water plays an important part in the welfare of our State. Scattered from its southern boundary line almost to the shores of Lake Superior are thousands of what we call "inland" lakes. These lakes, most of them, have sandy shores like those of the Great Lakes. They are surrounded by wooded lands and rolling knolls. In that portion of the State commonly referred to as "Northern" Michigan the woods are mostly pine. Add to this attractive natural setting a summer climate that is always tempered by the cool breezes from the Great Lakes and the reason is easily found why hundreds of thousands of residents in our neighboring states to the south, where there are few lakes, come to Michigan to spend the summer months. The construction by the State of thousands of miles of paved roads from north to south and east to west has aided materially in this newer development of its natural "water" resources. On many of these lakes there have been created state parks. The Conservation Department of the State Government claims that Michigan now has the greatest number of state-owned parks in the country. These are open to the public without cost, and every convenience is provided on the same basis.

Nature gave to Michigan one of the greatest pine forests in the world. It was a natural possession that commercialism nearly destroyed. The development of great industrial centers and the practice a few years ago of using timber in nearly all construction work, with the excellent transportation facilities in the Michigan forest regions, is to a very large degree responsible for the partial denuding of former timbered sections. The barren lands of some portions of northern Michigan are our contribution to the early development of the middle West. The State is now making a determined effort to restore its former forest wealth. Michigan for the past few years has planted more forest trees on state forest lands than any other state. The United States forester's report for 1925 says: "Michigan planted on its state forests in 1924 over 6,500,000 trees, . . . about two-thirds as many trees as were planted on all national forests."

While ranking among the leaders as one of the states possessing untold natural resources, Michigan, from its admission to the Union, has never overlooked the importance of developing industries. There has never been anything of a spectacular nature in the development of the State. No sudden discovery of gold or oil, no great land lotteries, no organized movements to bring great numbers of settlers here, mark the pages of our career. In no way has it ever been a so-called "boom" State. Our progress has been steady and consistent, until we have reached first place among all of the states of the Union in the production of motor vehicles, motor bodies and parts, iron and steel forgings,

(Continued on Page 3F, Column 2)

GREATER SOURCE OF WEALTH SEEN IN TIMBER LAND

10,000,000 Acres Rated as Better Suited to Forests Than Farming

By A. K. CHITTENDEN
Professor of Forestry, Michigan State College

East Lansing, Mich.

REFORESTATION is one of the big problems in Michigan today. Lumbering, which once was the chief industry in the northern part of the State, left large areas of cut-over lands. Where fire has been kept out, these cut-over lands are usually coming back to a second growth of trees which in time will furnish saw logs, but a considerable area has been burned over to such an extent that reforestation by planting is necessary to restore the forests to a valuable condition within a reasonable time.

Reforestation will mean future income from those lands that are not needed for farming and continued life for wood-using industries, with accompanying prosperity for the community. It will also increase the attractiveness of the region and restore the shelter for game.

Michigan, with a land area of 36,755,000 acres, has about 10,000,000 acres that are, under present economic conditions, better suited for forest growth than for agriculture. The State is encouraging reforestation through its conservation department, and through the state college and the university. The Legislature has encouraged timber growing on both the large areas of wild land and on farm woodlots through optional systems of modified taxation.

Forest Nursery Maintained

The state college at East Lansing maintains a forest nursery for the distribution of small trees to landowners at cost, and is establishing a second nursery at its Dunbar Forest Experiment Station near Sault Ste. Marie. The conservation department furnishes trees from its large nursery near Grayling. Each year hundreds of thousands of small trees are sent out from these nurseries for forest planting in the State.

The forests of Michigan may be divided into three types. First, the pine type, most of which has been cut over. It consisted at its best of white and red pine, but only a few such stands are left today. Notable among these is the State Park at Interlochen, and the Hansen pines near Grayling. Fire protection will result in the gradual return of white and red pine here and there, where seed trees of these species have been left standing. The jack pine plains today offer an interesting field for the study of fire damage and reforestation.

The second general type of forest is the swamp type, consisting of a mixture of white cedar, balsam, tamarac, and various other species. This type of forest is common in the northern part of the State, and there are large areas that have not yet been cut over. When this kind of a forest is logged, and fire kept out, a dense growth of evergreens will often come up.

Hardwood Nearing Exhaustion

The third, and by far the largest, type of forest in Michigan is the hardwood type, consisting of a mixture of broadleaf trees, sugar maple, beech, yellow birch, basswood, American elm and others, with occasionally some white pine and hemlock. Some of the trees reach large size. Elms four feet in diameter are not uncommon. Most of the white pine has been culled out, but here and there white pines 140 feet tall are still found. It is probable that at the present rate of cutting, the virgin hardwood timber now standing will be practically exhausted in about 15 years.

Where fires have not occurred after logging, the forest grows up again to something like the original mixture of species, although the white pine and hemlock usually disappear, and the percentage of basswood increases, owing perhaps to its ability to sprout from the stump. There are some fine young stands of second growth hardwoods in the State, such as those near Glen Arbor and Johannesburg. Studies made of these second-growth hardwood forests show a growth of about three-fourths of a standard cord per acre per year, and indicate that it will take about 75 years for them to produce merchantable saw-logs.

Very large areas have, however, been burned over, often repeatedly, and in such places the chances of a second growth forest coming in naturally are remote, and the only recourse is forest planting. Forest planting has been practically confined so far to the poorer lands such as the plains and the sandy soils. At the present time it is probable that about 12,000 acres are being planted annually, chiefly on the State forests and on the National forests. The greater part of the forest planting being done by private land owners so far is for white pine lumber, hardwood fence posts, and for Christmas trees.

The principal species being planted are red and white pines, Norway spruce, black walnut, jack pine and white spruce.

Experimental Plantations

Demonstration and experimental plantations have been established in a number of places so that the results and methods of planting may become known throughout the state. Among the demonstration plantations is the one near Grand Rapids established by the Kent County Board of Supervisors in co-operation with the Michigan State College; the one in Bennett Park at Charlotte; the plantations at the Michigan State College at East Lansing; the plantations at the University at Ann Arbor; the extensive plantations in Muskegon County established last year through the efforts of the county agent, Carl H. Knopf; sand dune plantations at Harlem and Grand Haven; the recent plantations of the Michigan State College at the Dunbar Forest experiment station near Sault Ste. Marie; small demonstration areas in a number of counties in the Upper Peninsula; and the very extensive operations in reforestation on the state forests and on the national forest.

Each year sees a considerable increase in the rate of forest planting, but the total area reforested annually in this way is much less than the area of young second-growth destroyed by fire. The forest plantations are protected from fire because they represent an actual money outlay for trees and labor, but too often the stands of young trees that have come up after logging have been burned over and many years of possible forest growth lost. With a better understanding of the value of the natural stands of young growth, will come protection that will result in more economical forestry.

Dearborn, Home of Henry Ford, Retains Rustic Village Charm

Amid Sylvan Surroundings It Remains Almost Untouched by Industrialism—Distinctive Features Reflect Chief Interests of Its Patron

Dearborn, Mich.
Special Correspondence

IN SYLVAN surroundings practically untouched by Detroit's near-by great industrial enterprises, the village of Dearborn has developed into a prosperous suburb, widely famed as the home of Henry Ford and publication office of the Dearborn Independent.

This rustic village, constantly growing to larger proportions by reason of annexation of surrounding territory containing some of the finest suburban residential developments in this country, has somehow contrived to retain the charm of its earlier days when it was the home of the Detroit Arsenal Grounds, one of Detroit's main rear defenses, and was known for several famous taverns by travelers on the main road to Chicago. It is primarily a residential place, although with promise of becoming a center of the air transportation industry through the extensive developments sponsored by the Ford interests. Dearborn bears many earmarks of the Ford personality. At the head of the village is Henry Ford's large estate with the Ford residence deep set within its borders. Carefully tended wooded lands abound around the estate and throughout the Dearborn region.

Miniature Turbine

A miniature turbine harnesses the small stream flowing through the grounds and makes it illuminate the premises. Other distinctive Ford touches include the little flour mill which was built to show the country that the small town grist mill could be made a prosperous and self-supporting industry, as well as the splendid natural park which has been given by Mr. Ford to the village and which has practically been reclaimed from a morass of undergrowth.

The new Ford administration, engineering and research laboratory building at Dearborn has been equipped to handle the bulk of the scientific work of the company. Metallurgy and metallography are given special consideration because of the many varieties of metals used for manufacturing purposes. The building fronts on a miniature lake. Its great interiors of spick and span cleanliness are more suggestive of a ball room than of a great workshop.

Home of Dearborn Independent

Here it is that the Dearborn Independent has its quarters. Its equipment is the most modern and efficient to be found. A number of the features incorporated in the four two-color presses were designed by Ford engineers and are said to be indicative of considerable advancement in magazine press building.

In the Ford projects are represented the industries of Dearborn. The Ford metal airplane manufacturing development is the only factory within its limits.

Cultural, educational and social developments of Dearborn are varied and far-reaching, considering the size of this village. The Dearborn Garden Club, the Winter Study Club and the League of Women Voters are three women's organizations that have attained oustanding importance. In Dearborn Hills, Westwood, Dearborn Manor and other suburban real estate developments adjoining or recently included in the village, are improvement associations made up of the residents of these districts constantly striving for betterment. The Dearborn Exchange and Rotary Clubs are active organizations.

Enlarged Educational Program

With the completion of a new $400,000 high school addition an enlarged educational program has been made possible, particularly in industrial education, including woodworking, wood finishing, electrical work and printing. A modern library building was completed about a year and a half ago as the result of a special bond issue of $150,000 authorized by the people of Dearborn Township. The site for this building, which is located on the principal thoroughfare, was donated by Mrs. Henry Ford.

By special arrangement weekly classes of instruction in the old-time dances are held for pupils of Dearborn schools, ranging from 8 to 16 years, at the Ford laboratory buildings under the supervision of Mr. Ford's personal instructor. Here on a section of the vast expanse of highly polished maple floor, children of the village enjoy the dances of former days.

Modes of Transportation

Community celebrations have been accorded a place in the life of Dearborn, notably "Modes of Transportation," a pageant of a few years ago, tracing the progress of highway transportation with examples of various forms of conveyance. These vehicles gathered from every corner of the United States were shown in a procession in which a number of residents of the village, including Mr. and Mrs. Henry Ford, and Mr. and Mrs. Edsel Ford participated.

The social life of the community has been broadened to a considerable extent by the erection of the Dearborn Country Club, which was sponsored by Henry Ford. A complete clubhouse, together with an 18-hole golf course, have been provided for residents of Dearborn, who are charged nominal fees.

With a constantly increasing area and population approximating 13,000, Dearborn has been compelled to make preparations for a rapid expansion and growth as evidenced by recently voted bond issues of $425,000 for additional water and sewage systems and $40,000 for police and fire alarm systems.

Artistic State Capitol of Michigan at Lansing



© M. F. Larner

MICHIGAN HOLDS ITS LEADERSHIP

(Continued from Page 1F)

engines and water wheels, stoves, and stamped and enameled sheet metal goods. The State ranks second in the manufacture of furniture, paper and wood pulp, brass and bronze, and hardware. It is among the leaders in the production of foundry and machine shop products, chemicals, electrical machinery and lumber and timber products.

The agricultural interests of the State have kept pace with all other developments. Statistics from the Department of Agriculture at Washington show that nearly 75 per cent of the entire white bean crop of the Nation is grown in Michigan. Nearly one-third of all cucumbers raised in the United States come from Michigan soil and our State ranks first in the production of chicory, fiber flax and, we believe, in cherries, although no definite figures can be secured on this latter crop. The total acreage of small fruits also ranks first. Our farmers stand high among those of other states in the production of sugar beets, clover seed, potatoes, apples, grapes, strawberries, buckwheat, celery, rye, corn and dairy products.

As an indication of the wealth of Michigan, the Internal Revenue Department receipts is a fairly good barometer. New York, Pennsylvania and Illinois are the only states outranking Michigan in the total amount of internal revenue receipts. These same three states are the only ones that exceed Michigan in the total payment of corporation income taxes.

Michigan is sweeping forward in its every endeavor. Its educational facilities are unlimited and unexcelled. The great University of Michigan, the Michigan State College, one of the oldest agricultural schools in America; its splendid normal school system, and College of Mines are all a part of our educational system. We are proud of all our state institutions. The rapid industrial development of recent years has been nothing less than amazing. It will be no surprise to those who are watching aircraft development to see Michigan as the leader in this newest industry. This has always been one of the great states of the Union. It always will be.

Stewart E. White's Ambition as a Boy

As Grand Haven Lad, Wanted to Be Inside Custard Pie and Eat Way Out

GRAND HAVEN, Mich.—Stewart Edward White, the well-known novelist, born in this city, spent much of his boyhood here. It is said his greatest ambition in those days was to be inside a custard pie as big as the giant sand dune, Dewey Hill, and have to eat his way out. His early impressions and much of the real history of this locality are to be found in his books. That same Dewey Hill, which stands at the mouth of the harbor, rests on the remains of the original town.

Fifty years ago the original village was located on the north side of the river. The ever-shifting sands kept creeping up and over the houses, forcing the whole town to move out. Railroads laid at much cost were pushed out, and now no trace whatever remains to show that once a thriving town lies buried there like Pompeii of old.

These very dunes, however, are increasing the popularity of this section today. A leather company stands out as a chief manufacturing institution of the town, as it is said to be the largest manufacturer of furniture and automobile leather in the world. Its great plant is but one of the many industries associated with Michigan, the automobile and the furniture trade. The wholesale smoked fish business uses daily all the catch of a large fishing fleet off this port.

Covering an area of about four square miles, Grand Haven has 37 miles of concrete pavement within the city limits. There are no poor sections. It is a little city with plots of growing grass and flowers that make it attractive, and a monument to thrift and industry of its citizens.

HISTORY OF MICHIGAN RUNS PARALLEL WITH THE NATION'S

Earliest Explorers Sailed Along Its Shores Seeking Route to China, Trading in Fur and With the Indians

By MINA HUMPHREY VARNUM
Editor and Publisher Michigan Women

Detroit, Mich.

IN THE history of our State, the Peninsula State, we reach far back into the very dawn of the coming of the white man to this continent, our first discovery being in 1610.

Throughout this history there is woven into the fabric of dates and discoveries and wars and treaties, threads of romance that give high and delightful color to the weaving of the historical fabric. To our waterbound shores, came the earliest explorers and our records and manuscripts abound in famous names such as Marquette, Nicolet, Champlain, Charlevoix, Du Lhut, La Salle, and many others.

It was Nicolet who thought to find a route through Georgian Bay, Lake Huron and Lake Michigan to China, or Cathay, a dream that had haunted the imagination of Europe for centuries. Imagine the surprise of the untutored Indians when they beheld this intrepid explorer approaching Mackinac Island through the waters, in a large canoe at the head of a flotilla, dressed as a Chinese Mandarin. His robe was of damask, richly embroidered with figures of birds and flowers, and his idea was that as the Indians were of Asiatic origin, in this garb he would awaken some long-buried atavistic memories.

Find Romance and Humor

In our later history we do not lack romance . . . nor do we lack humor. We can parallel many famous narratives, both of the classics and the best sellers, in the annals of Michigan life.

Longfellow's tale of the Acadian peasants finds in Michigan its prototype in the removal to Makinac Island in 1781 of an entire village of French peasants living at Fort St. Josephs, near the site of the present city of Niles. This was at the order of an English commandant, Lieut.-Gov. Patrick St. Clair.

In the wanderings of the Moravians, headed by the saintly David Zeisberger, which covered a period of many years and during the Revolutionary War, and took them back and forth between Pennsylvania, New York, Ohio, Michigan and Canada, we cannot fail to be reminded of the wanderings of the Israelites of old led by Moses. Like Moses, the patient Moravian missionary never saw the promised land, but passed away on the eve of a final settlement.

The story of Cinderella, the plaintive child, found and rescued by the ideal Prince, can readily be compared with the story of Jessette La Framboise of Mackinac Island, daughter of a French Canadian trader and an Ottawa mother who married the commandant of Fort Mackinac and a brother of one of the Presidents of the United States.

Many are the tales from the rich field of romance in the life of our fair peninsulas. With the possible exception of California there is not one other state in the Union that has the colorful canvases of varying races and peoples and the ever-surging emotions of conquerors and conquered, rapidly taking their changing places as the march of time sped on.

The legendary history of the differing races of Indians that conquered and held this territory of ours is full of the richness that we find in the tales of ancient Rome and Gaul. The coming of the French missionary, trader, voyageur, courier-du-bois, soldier, diplomat, nobleman from the Court of France; the little French habitat with his cabin down by the water-side, his orchard, his ever-present fiddle, songs and dances; the forts and mission churches in the wilderness, each and all contribute to the romantic interest of this period.

And the high-bred ladies are woven as a golden thread across this tapestry of life in early Michigan, during the French period. Intermingled with it remained the life of the Indian and that new race that sprung from a mingling of the two.

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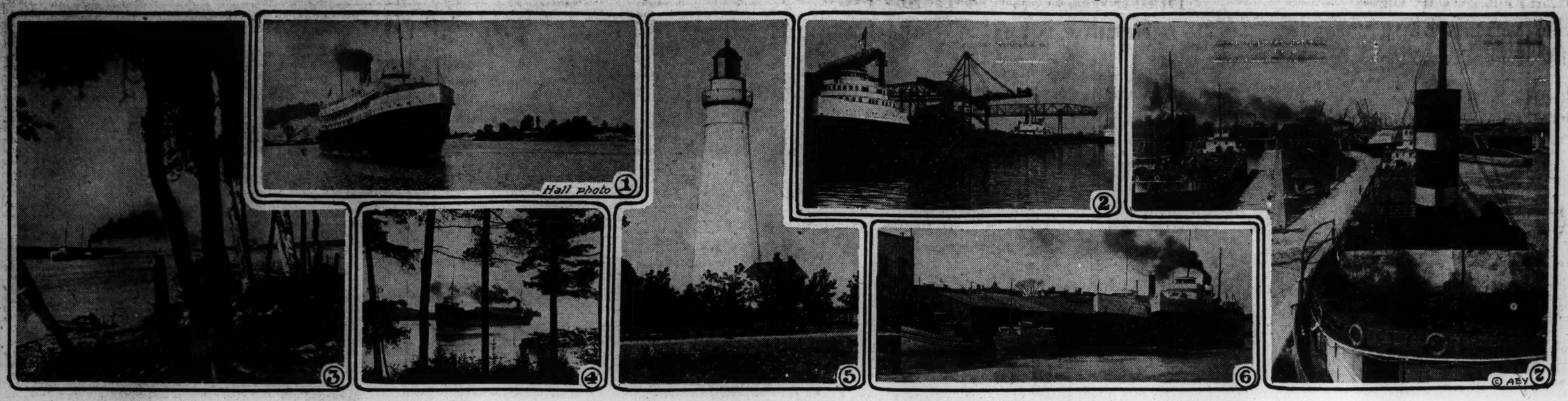
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Michigan's Hundreds of Miles of Shore Line Lends Itself to Many Large Shipping Enterprises—Cheap Transportation Insures State's Future



1—Arriving at Grand Haven; 2—Unloading at the Fordson Plant, River Rouge; 3 and 4—On St. Marys River; 5—Fort Gratiot Lighthouse; 6—Loading at Manistee; 7—Lock Scene at Sault Ste. Marie.

Michigan Fifth in Exports; Had 43.5 P.C. Gain in 1925

Motor Industry Leads With Machine Trade Next—Lakes-to-Ocean Channel Need Outlined

By EDWIN F. SWEET
Assistant Secretary of Commerce in Wilson Administration

Grand Rapids, Mich.

ACCORDING to the latest report issued by the Department of Commerce, covering the three months ended Sept. 30, 1925, foreign shipments valued at nearly $58,000,000 were made by the State of Michigan.

This is an increase of more than $18,000,000, as compared with the corresponding period of 1924, and it gives Michigan the fifth place among the states of the Union in the value of exported merchandise; New York, Texas, Pennsylvania and Illinois, in the order named, being the only states taking higher rank.

Of these, it will be noted that the first three are states which have ocean ports; from which it is fair to assume that a considerable percentage of their shipments include merchandise of out-state origin. Considering the location of Illinois and her railway connections with the territory to the west and northwest, it is highly probable that a large percentage of her foreign shipments originate beyond her borders.

It is possible that if accurate figures were available they would show that Michigan's foreign commerce originating within the State exceeds that of any other State in the Union.

Automobiles Lead

As usual, the outstanding item on the list of Michigan exports is automobiles and automobile parts, with valuations of $37,060,718. Machinery occupies second place, valued at $11,045,488. Other items are wood, paper, copper, and copper manufactures, iron ore, lard, coke, meats, etc.

Of the other Great Lakes States, Ohio, with foreign shipments valued at approximately $40,000,000 during the period named, comes next to Michigan. Then comes Minnesota, with shipments worth $31,000,000; Wisconsin with $26,000,000, and Indiana, $16,000,000.

The volume and value of intrastate and interstate commerce cannot be ascertained with accuracy. A portion of it is water-borne, and of this careful records are kept, but a great deal is carried by rail and motor trucks, and of this there is a lack of reliable data.

It seems to be a habit of the American people to regard foreign trade as merely a selling proposition, and to unduly magnify the value of trade balances in our favor. We are inclined to overlook the vital importance of our imports.

Balance of Trade

Our great shoe industry makes use of leather from hides, of which it is estimated that upward of 85 per cent comes from foreign countries. What would happen if this supply were cut off? What would happen to our automobile industry if rubber from abroad could not be obtained at any price? In these and many other industries using raw material not produced in the United States or not produced in sufficient quantity, invested capital and labor alike would be paralyzed by a failure of imports.

In the Michigan customs district, in the year 1900, the value of imported merchandise received was $5,333,000; the value of merchandise entered at the port of Chicago, the same year, was $15,310,000.

In the year 1924, the last of which we have a complete record, the Chicago imports had increased to $45,739,000, while the Michigan imports had increased to $81,537,000.

In the year 1923, the latest for which we have figures showing the relative magnitude of the water-borne commerce of the Great Lakes and the water-borne commerce of all our ocean and gulf ports, the combined foreign and domestic commerce, as shown by water shipments, from all Atlantic, Pacific, and gulf ports, totaled in round numbers, 264,000,000 tons, and that of the Great Lakes ports 126,000,000 tons.

Great Lakes' Importance

These figures show most impressively the commercial importance of the Great Lakes even under the handicap of a long and expensive railway shipment for all overseas trade. That this handicap will some time be overcome, no one can doubt. It is merely a question of time.

Measured in terms of transportation, New York City is but little farther from San Francisco than from Buffalo. The Panama Canal has done it. Cheap water rates for cargoes passing through the canal are day by day uniting and enriching the two seaboards at the expense of the great central portion of our country which at one time was the highway between East and West.

The manufacturing producer of the middle West is a heavy buyer of raw material from abroad. Upon all this he pays a heavy freight from the seaboard to his factory and again on his finished goods from the factory to the seaboard; thus getting the worst of it both coming and going.

The farmers of the northwest suffer a loss of approximately 9 cents a bushel on every bushel of wheat exported, and since the export value of wheat determines the domestic price, the entire crop is subject to the same loss.

What is the solution? An ocean channel from the Great Lakes to the Atlantic, not less than 25 feet deep, and an eight-foot barge channel from the Great Lakes to the Gulf, the latter taking in the upper Mississippi and all its practicable tributaries.

The St. Lawrence route is without doubt the natural outlet from the Great Lakes to the Atlantic. It can be made available at reasonable cost and its value to the middle west and northwest is beyond calculation. Michigan, however, with its numerous ports and enormous frontage on the Lakes, will be the chief beneficiary.

The commerce of Michigan is by no means restricted to the products which have thus far been mentioned. It includes an immense amount of furniture manufactured in many different cities of the State, especially in Grand Rapids. It includes farm and orchard products, the latter consisting largely of peaches and apples of quality unsurpassed.

GREAT LAKES AND CHANNELS CARRY VAST TRAFFIC VOLUME

Natural Transportation Highway Has Shore Line of 8300 Miles—30 Cities of Michigan Are Ports for Water-Borne Cargoes

Detroit, Mich.
Special Correspondence

ACCESS to at least 30 cities in Michigan notable for their natural or industrial resources has been made possible by the Great Lakes and their connecting channels. These have no rival in volume of traffic as an inland route for water-borne commerce.

The lakes and their outlets form a natural transportation highway having a water surface area of more than 95,000 square miles and a shore line of more than 8300 miles. From Montreal, at the head of ocean navigation on the St. Lawrence River, the sailing distance to the head or west end of Lake Superior is about 1340 miles, and to the head or south end of Lake Michigan about 1260 miles. In each case about 1000 miles of the distance is through the open lakes.

Among the more important ports in Michigan are Detroit, Monroe, Marine City, St. Clair, Port Huron, Muskegon, Saginaw, Bay City, Sault Ste. Marie, Alpena, Cheybogan, Marquette, and Menominee.

Allotments approved in the new War Department appropriation bill affecting Michigan ports are as follows: Keweenaw waterway, $140,000; Marquette Bay harbor of refuge, $112,000; Menominee Harbor and river, $7200; St. Joseph Harbor, $16,000; South Haven Harbor, $12,000; Holland Harbor, $14,000; Grand Haven Harbor, $13,500; Muskegon Harbor, $140,000; Ludington Harbor, $34,000; Manistee Harbor, $78,000; Frankfort Harbor, $174,000; St. Mary's River, $18,750; St. Clair River, $10,000; channels in Lake St. Clair, $20,000; Detroit River, $12,000.

One of the most outstanding improvements on the Great Lakes routes whereby the fluctuation of water level on Lake Superior is being regulated by compensating works located on the St. Mary's River at the head of St. Mary's Falls was undertaken through joint action on the part of the United States and Canada.

Lake Superior was fairly well provided with natural harbors. Works of improvement have formed additional harbors of refuge at various points and further efforts along this line are contemplated. A typical improved harbor is that at Marquette. At the upper entrance to Keweenaw Bay breakwaters have been built, forming protected basins entirely artificial.

On Lake Michigan a special type of improvement has been provided on the east shore at Holland, Ludington and Manistee, where storms formerly rolled through the piers. Such conditions have been relieved by the formation in the lake of a wave-stilling basin, inclosed by breakwaters which converge to an entrance opening in deep water beyond the inner piers.

On Lake Huron, which receives the waters of Lake Michigan through the Strait of Mackinac and those of Lake Superior by way of the St. Mary's River, and discharges them into the St. Clair River, the depth of water prevailing in these two rivers has affected the size and draft of vessels navigating Lake Huron to and from Lakes Superior and Erie.

The commerce of Lake Erie nearly all centers at the mouth of the Detroit River. By a combination of government, municipal and private enterprise harbors have been improved to accommodate the large lake vessels.

Original Ford Car Still Runs and Can Make 30 Miles an Hour

Special Correspondence

MOST conspicuous of the pioneers in the automobile industry of Michigan is Henry Ford, whose inventive genius established the world's largest automobile manufacturing institution. Through the ownership of coal and iron mines, forests and sawmills, shipping, blast furnaces and machine shops, power plants and coke ovens, glass and body-building plants, and hundreds of other smaller manufacturing units, the Ford organization is largely self-contained in everything from raw materials to finished product. The company is not yet a quarter century old.

The Ford Motor Company was incorporated in June, 1903, but it was five years previous to that that the inventor's dream came true and the first Ford car was produced. It was—or is, for it still runs—a two-cylindered motorcar with a speed of from 25 to 30 miles per hour.

Mr. Ford immediately set about organizing the Detroit Automobile Company, in which he had one-sixth of the company's capital stock of $50,000. He was made chief engineer at a salary of $100 a month. In 1901 Mr. Ford severed his connection with this company (on a difference of opinion regarding "service," on which Mr. Ford insisted), and purchased a workshop at 81 Park Place, where he set about building a larger and better automobile, which was completed in 1902. Next year the present company was incorporated. Mr. Ford held 25 per cent of the stock and had the position of vice-president and factory manager.

Original Capital $100,000

The capital originally subscribed in the company was $100,000, of which only $28,000 in cash was actually paid into the treasury.

Henry Ford soon realized that his own ideas and policies would not be carried out unless he should be in free control. Accordingly, in 1906, he purchased sufficient stock to bring his holdings up to 51 per cent and a short time later purchased 7½ per cent additional stock, making a total of 58½ per cent.

Mr. Ford startled citizens when he drove his first car about the city and was the subject of numerous and varied newspaper and magazine stories. Many residents still remember those days.

He piloted the first Ford racer and won race after race in all parts of the country. With "999" he was the first to break the mile-a-minute record on an ice track at Baltimore Bay, Mich., in 1904. Barney Oldfield was among the first Ford car pilots.

When in 1919 Edsel B. Ford succeeded his father as president of the company, he purchased the remaining 41½ per cent outstanding stock and the dividend producing requirements of the company came to an end.

On July 9, 1919, the Ford Motor Company was reorganized under the laws of Delaware for an authorized capitalization of $100,000,000 as at present.

1708 Cars First Year

In the first year of the Ford Motor Company's activities 1708 cars were produced. Ever since the company has been expanding its manufacturing facilities until now in 1926 it is producing in one day more than four times as many cars and trucks as it manufactured in the entire first year of its existence. It was approximately 12 years in reaching its first 1,000,000 production, while now about 2,000,000 cars and trucks are produced annually.

The parent plant of the company in Highland Park, Detroit, occupies 278 acres of which 105 are under roof. It is the largest individual automobile plant in the world. Here also are the general offices of the company.

Equally important is the company's plant at Fordson on the River Rouge, with an area of 1100 acres, where in the world's largest foundry, castings are made by the thousands every day. Here is located the motor assembly line, the chief example of progressive production.

The Fordson tractor, brought out in 1917 has played an important part in revolutionizing farming methods. It is manufactured at this plant, which is equipped to produce 150,000 annually. Here also the company has its own blast furnaces, machine shops, steel mills, glass plant, sawmill, coke ovens, cement plant, locomotive repair shop and paper mill. Storage bins having a combined capacity of more than 1,000,000 tons have been provided for iron ore, coal and limestone.

The Lincoln Motor Company, organized in 1917 to produce motor cars of exceptional quality, was acquired by the Ford Motor Company Feb. 4, 1922. The Lincoln plant has a capacity of 10,500 motor cars yearly.

The Ford Motor Company is the first large corporation to make use of air service for interplant transportation of mail and freight.

While the manufacture of all-metal airplanes is at present carried on in one of the buildings of the Dearborn laboratory group, a new manufacturing plant is being erected at the Ford airport and will be completed in the near future.

From the few men employed when the company started 23 years ago, the number of employees has grown by the thousands until today the various Ford industries of Detroit employ more than 100,000 men.

The $6 minimum daily wage established by the company is an employment feature of world-wide comment.

Mr. Ford continues to direct all the important phases of the company's business activities and manufacturing development.

MICHIGAN OUT TO HAVE SEA MOVED 1000 MILES INLAND

By AUGUSTUS C. CARTON
Secretary of the Great Lakes Tidewater Commission of the State of Michigan

Lansing, Mich.

THE improvement of the St. Lawrence River so as to allow ocean-going boats to come up into the Great Lakes will mean more in an economic way than anything that has happened to the lakes states region in the last half century.

Michigan has 1624 miles of shore line and many harbors. The benefits which will accrue by the proposed improvement are two fold:

First, the direct benefit in the way of a cheaper and easier means of gathering the raw materials which we use in our industrial institutions and the distribution of the finished articles, together with a few surplus food products which we send abroad.

Second, the prosperity which will come to Michigan from the reflected prosperity of our sister states in the middle West and the northwest, all of which are surplus food-producing states. These states are the markets for a portion of the output of Michigan's industrial institutions and any added prosperity in the way of saving on freight rates will leave them more money with which to purchase the things that Michigan sells.

From Duluth to Liverpool, England, is practically 4500 miles which is the natural water route. All of the waters of the Great Lakes which, by the way, comprise one-third of the fresh water in the world, travel down the St. Lawrence on their way to the sea. In this 4500 miles of sea lane there are 33 miles of shallow water known as the St. Lawrence Rapids which must be improved so that boats can come from Montreal into the Great Lakes.

It is proposed to build seven locks and dams between the national boundry and Lake Ontario. These will raise the water, drown out the rapids and allow boats to pass up and down the same as they do in the St. Marys River through what is known as the Soo Locks.

There will be no dredging out of channels such as we have done in the past. The dredging of shallow places in the connecting links between the Great Lakes or between the Great Lakes and the ocean will allow water to run out of the Great Lakes faster and that is the main cause of the lowering of the lake levels. Lake levels in the future will be maintained by control works such as we have on the St. Marys River.

When the St. Lawrence River is improved and lake ports become ocean ports, the transcontinental railways will be removed from competition with boats traveling the Panama route. The ocean will be moved 1000 miles inland and all of our big western roads will have a sea base of their own at Duluth, Chicago, Milwaukee, Detroit and other ports.

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Story of the Ford From Molten Steel to Fitting Sedan Body on Chassis in Speeding Famous Car on Its Way to Market



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HENRY FORD "JUST BEGINNING TO BUILD CHEAP CAR," HE SAYS

(Continued from Page 1, News Section)

price of a certain part by 12 cents, Mr. Ford says, and this, when figured on the 10,000-car production basis, meant a daily total reduction of cost of $12,000.

Mr. Ford cited the revolution he has effected in plate-glass making for Ford windshields. Formerly plate-glass manufacture was largely a hand process, and it was slow and expensive, besides being rather dangerous. Engineers who studied the matter told Mr. Ford that the continuous production system could never be applied to plate glass.

That conclusion somehow irritated Mr. Ford. He decided to investigate for himself. As a result, the Ford company has scrapped the old processes and introduced a brand new system, practically replacing hand labor by machinery.

The plate glass is made in one enormous ribbon, which runs out endlessly from the oven mouths in fluid shape, is sheared to the proper width, rolled to the proper thickness, and run along cylinders to where it is wanted in a long, moving sheet for some 450 feet.

$3,000,000 Saving on Glass

From first to last it is a continuous manufacturing process. The difficulty of accomplishing this feat is seen in the fact that there is a temperature drop in the glass of about 1300 degrees from where it leaves the furnace to where it is finally cut, and yet the glass is brought along its journey so evenly that it escapes the slightest distortion. It took a couple of years of experimentation to evolve this process, and all the variables of movement, temperature change, and balance made their own difficulties. But each problem was solved and the Ford Company now saves about $3,000,000 a year as a result.

"I should not want to have Ford as a competitor!" commented one of the visiting Latin-American journalists who recently went through the Dearborn plant, on being told this story.

The most expensive machinery is thrown out of the plants, Mr. Ford said, if better machinery for doing the job is discovered. Synthetic "rubber" made of linen cloth soaked in a rubberizing compound that hasn't any rubber in it, now makes Ford tops, while the Ford steering wheel that looks also like rubber is largely made of straw, specially treated. Formerly this straw went to waste on the Dearborn farm. Now it is mixed with silica, sulphur, rubber base and other ingredients, Mr. Ford says, rolled, moulded, baked and when completed looks like the real thing. But it isn't. It is straw for all that. The balance sheets show the difference.

"I spent two hours in the company store today," Mr. Ford told the interviewer. "Why, we make big savings for our men too! We sell provisions at cost, with the result that any of our workers who buys from us can average a saving of a dollar a day."

How Ford Worker Benefits

The company store is open to all employees, and the wholesale prices which are available to the big Ford Motor Company are passed on by it to its workers.

"Everything we sell to the men is the best quality," Mr. Ford continued. "Yesterday we sold 6000 pounds of butter alone. When you figure that we have 105,000 employees, that they can save $6 a week by buying with us, and that this has been going on seven years, you see what it amounts to!"

Mr. Ford dislikes to pose as an out-and-out philanthropist. As though his conscience were troubling him, he added:

"The Ford Company hasn't lost anything by running that business either. We made it pay for itself. That's how we try to do business. On a turnover of $6,500,000, the stores made $140,000 above what the employees got out of it."

That is like Mr. Ford. The cost of running the store was fractional from a monetary point of view but from a social aspect it was all the difference between plain fair dealing and charity. The Ford plan is to make benefits to the workers from high wages accrue not only to the employees, but to the Ford Company itself, while at the same time sharing the profits from the monster motor car business with the men. Mr. Ford has instituted a system permitting an employee to invest up to one-third of his income in the Ford Company. The investment is purely voluntary, but the employee who enters the plan is richly rewarded. Interest on the investment is computed semi-annually and there is a guaranteed payment of six per cent a year, with additional voted interest as the company may decide. As much as 16 per cent has been paid. Last year the return was 12 per cent.

Mr. Ford looks at these matters in the light of the practical benefits they give to the company. For one thing they mean better satisfied workers and smaller labor turnover. Labor turnover in some companies runs from 100 to 150 per cent. Mr. Ford says his turnover is around 20 per cent. An economist recently figured out that it costs something like $30 or $40 to break in every new man put on a machine in an automobile plant. By his broad-minded methods Mr. Ford therfore saves a vast expense which other companies whose workers slip in and out past the employment gate, have to meet.

An airplane droned by the Dearborn administrative plant half way through the interview and Mr. Ford glanced at the clock. The Ford flyer from Cleveland was coming in on the dot. Mr. Ford maintains air services both to Cleveland and Chicago and sends his mail and sometimes small automobile parts through the clouds to these cities. Trials of Ford-made airplane bodies and engines are also being made.

"Those machines have been on time more than 95 per cent of the trips," said Mr. Ford proudly. "One of the airplanes has flown 140,000 miles."

Mr. Ford is testing those airplanes just as he tests a new part for his automobile before making it standard, day after day, relentlessly, scores of thousands of times. He is said to have withheld the first Ford car long after the trials seemed to show it successful. Something about it did not quite suit his engineer's conscience. Now officials of the company wonder, as day after day they hear the Cleveland or Chicago air mail growling in from the clouds overhead, punctual as a planet, if Henry Ford is preparing to do the same thing for transportation in the air that he has already done for transportation on the ground.

LANSING'S RISE IN MOTOR TRADE

City Sent Many Leaders Into Industry — 1925 Big Year

Lansing, Mich.
Special Correspondence

LANSING'S place in the history of the automobile industry bulks great. The name of Ransom E. Olds will always stand in the forefront among pioneers in the motor-car industry of the United States. No claim is made that he operated the first automobile, but in his father's shop he produced the gasoline motor that went into the carriage his young friend, Frank Clark, built in turn as part of the experiment from the carriage works of his father. Thus was put on wheels a "contraption" that rolled forward to fame and fortune.

Mr. Olds, who is chairman of the board of the Reo Motor Company, is credited with building the first three-wheeled "horseless carriage" in 1887, bringing out a practical four-wheeled automobile in 1893. Today the Olds Motor Works is a part of the General Motors Corporation.

It was in 1900 that the curved dash runabout, the "Merry Oldsmobile" of the popular song of the day, was produced and marketed to the number of 1400, prodigious production for those days. By 1903 production had reached 5000 cars. In the next year production rose to 5000. It was in that year that two Oldsmobiles were driven from New York to Portland, Ore., in the first transcontinental race.

Leaders Developed

The influence of Michigan's capital as a pioneer in the motor car industry has been carried far. It trained and sent into the automotive world men whose names are famous. Roy D. Chapin, president of the Hudson Motor Car Company, went out from the automobile shops of Lansing, as also did Howard E. Coffin, rated as one of the foremost engineers of the automotive world. William C. Durant, at one time president of the General Motors Corporation and now head of the Durant chain of automobile plants, has also had connections with Lansing, though not a native. Other names still associated with Lansing and giving the city prominence in automobile manufacturing are Richard H. Scott, president of the Reo Motor Car Company and Horace T. Thomas, long associated with Reo as designer of its product. Edward VerLinden, president of the Peerless Motor Car Company of Cleveland, and A. B. C. Hardy of the General Motors organization, have each made important contact with the automotive industry at Lansing.

Besides developing automotive personnel Lansing also lays claim to the fact of having given early impetus to the manufacture of automobiles. The Cadillac Company of Detroit, headed originally by Henry M. Leland, is said to have made its first great forward stride because of an order for 2000 motors placed from Lansing. The Dodge Brothers of Detroit, another world-known automobile company, received its first big upward impetus, it is related here, with an order of 2000 transmissions from Lansing.

At Lansing are located the Reo Motor Car Company, the Olds Motor Works Division of General Motors, and the Star Plant of the William C. Durant chain. Besides these, the city has numerous allied industries. Two large automobile wheel factories are situated here. Drop forging plants and foundries find a ready home market for their product, as do several automobile body plants.

Wooden Shoes Still Made in Holland of Michigan

Holland, Mich.
Special Correspondence

WOODEN shoes are still being manufactured in Holland, Mich., and the process is the same as that used five centuries ago; but Holland also has one of the largest direct-installation furnace works, and it makes furniture that is unsurpassed for quality and beauty.

The people of Holland combine the cleanliness and love of order and neatness that characterized their ancestors in the Netherlands with an industrial activity that spells prosperity. The city buys the best in paving and public buildings and parks and public service and yet has only $1 of bonded indebtedness to every $16 of assessed valuation.

Proud of its beautiful and well attended churches, of its excellent school system, to which the Michigan State Teachers' Association went this year for its president; of its college, whose graduates are at work in nearly every country on earth; of its modern factories and stores, Holland is also proud of its history. A modern city in every respect, there also lingers about it the flavor of older things, the charm of the past and of an older civilization—a city of contrasts.

Holland is surrounded by resorts, by fruit farms, by rich lands, and stands at the head of Macatawa Bay and almost within sound of Lake Michigan, with a labor supply that is always dependable and efficient.

The city was founded in 1847 when a band of Hollanders, who left their native land under the leadership of the Rev. A. C. Van Raalte, came to the shores of Lake Michigan to obtain freedom of religious worship and a better opportunity economically for themselves and their children.

The city has half a dozen furniture factories and two furnace factories. It has a large variety of other industries—a shoe factory, piano factory, two rusk factories, a chemical plant, and a number of other concerns. The manufacturers a few weeks ago staged a Made-in-Holland Week, and put on display more than 50 articles manufactured in this city.

One of Holland's claims to wide attention is the fact that it is paying off its bonded indebtedness out of the profits of its municipally-owned water and light plant. The claim has been made for Holland that it has a larger church-going population than any city of its size in the State. There are 25 churches in Holland in a city of less than 15,000. Some hold as many as four services a Sunday. It is estimated that 93 per cent of the children of Holland are regularly enrolled pupils in a Sunday school.

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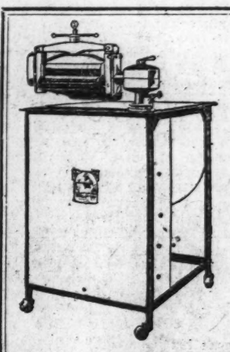
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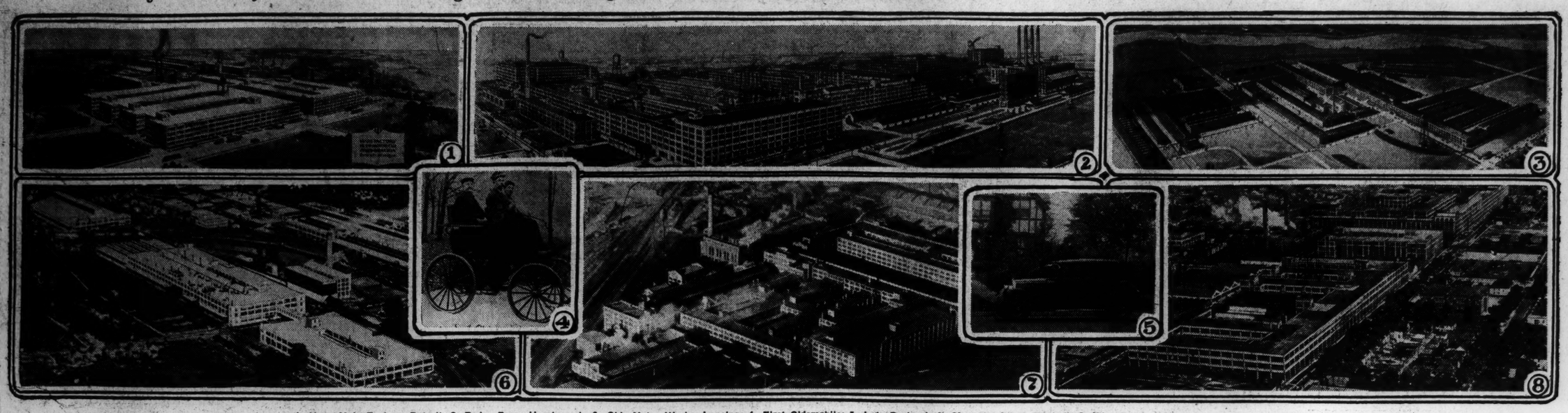
The Indians once called a beautiful lake, "The Smile of The Great Spirit."

In Pontiac, 400 lakes and hills smile their beauty to thousands of happy home owners in a community only 40 to 60 minutes from Detroit.

Address Board of Commerce, Pontiac, for complete information.

Contributed by First Church of Christ, Scientist, Pontiac

A Few of the Many Factories in Michigan Contributing to the Vast Total of Automobiles Turned Out by the State, 90 P.C. of the World's Total



1—Hupp Main Factory, Detroit; 2—Dodge Bros., Hamtramck; 3—Olds Motor Works, Lansing; 4—First Oldsmobile; 5—Late Packard; 6—Chevrolet Plant, Flint; 7—Cadillac Factory, Detroit; 8—Packard Plant.

STATE'S INDUSTRIAL GAINS DUE TO MECHANICS' SKILL

(Continued from Page 1F)

of Michigan was only $1,086,000,000. The value has practically quadrupled in 12 years.

Ninety per cent of all the motorcars of the world are made in Michigan. The total production last year in the United States was 4,200,000 cars, including trucks and passenger cars, according to the National Automobile Chamber of Commerce, to which each factory reports production figures each month. Total production of American cars outside of Michigan is between 300,000 and 400,000 annually. The production in the rest of the world last year, according to the best information available, was approximately 200,000. Michigan, therefore, produces approximately 90 per cent of the world's motorcars. During the next year Michigan's percentage will be even greater, due to increased plant production.

Apart from motorcars, Michigan has been greatly advertised throughout the United States by the splendid furniture factories located at Grand Rapids and near by. Indeed, "Made in Grand Rapids" has become almost as well known as "F. O. B. Detroit." Grand Rapids stands for fine furniture.

The first commercial use of iron in Michigan was in the little town of New Hudson, now only a store and three or four residences, 30 miles northwest of Detroit. Here the ore was scooped from the ground, having been deposited there by melting glaciers, and by means of a crude foundry was turned into iron utensils.

More copper products, including brass and bronze, are used within an area of 200 miles about Detroit than in any other district in the world.

The early history of the State is the history of the lumber industry. Woodworking and manufacturing of wood products overshadowed any other operation, but today practically all the timber has been cut and those woodworking factories that still remain are supplied by imported logs. But what was lost by the decline of the lumber industry the State has more than gained in the development of motorcar manufacturing.

Michigan in manufacturing is a State given over largely to specialties. It makes fishing tackle, patented breakfast foods, salt and heavy chemicals, stoves of all kinds, paper products of almost every kind and description, furniture (both wood and steel), adding and calculating machines, cash registers, gasoline engines, lawn mowers, threshing machines, steam pumps, fire extinguishers, gypsum products, washboards, bicycle rims, etc., in addition to automobiles and accessories.

The largest adding machine plant in the world is in Detroit. In Belding one of the largest silk factories in the world is maintained. This factory has long been located there, and it is not unusual for train loads of raw silk to be drawn from the Pacific coast direct to the mills at Belding.

Kalamazoo is the leading paper-making city in the United States. No one city can compete with it in the total production of paper. Tanneries fringe the lake on both sides of the lower peninsula. Charcoal iron is produced in abundance, and from these charcoal iron plants chemical by-products are produced in quantities; and much of the stumpage of cut-over lands of the lower peninsula is utilized in making different kinds of iron and these chemicals. Commercial fishing is carried on to a great extent, particularly in the Saginaw Bay, Lake Huron and the upper part of Lake Michigan.

Michigan might well exist as an isolated empire, so far as its raw material and foodstuffs are concerned. With the present development of the steel mills that is taking place, Michigan will be a self-contained state, so far as its productive processes of manufacture and its foodstuffs are concerned. Incidentally, the great development of the industries of Michigan has made an excellent market right at home for the great fruit sections on the west side of the State. Michigan farmers are profiting greatly because of the prosperity of Michigan industries.

Many factories have found it necessary to move to Detroit in order to get the skilled labor necessary for manufacturing automobile parts. Thus Michigan has grown great, not because of able financial leadership—you may recall that no banks would finance the motor industry in its beginning—but because it had men who knew how to work in iron and steel and wood.

City of Homes Is Mount Clemens, Called "Beautiful for Situation"

Workers of Detroit Are Finding in It a Place to Live in Peace and Quiet of the Country With Easy Access to Recreation and to Business

Mount Clemens, Mich.
Special Correspondence

BECAUSE it is "beautiful for situation," with the picturesque Clinton River winding its way through the city, Mount Clemens is becoming a city of homes for people of moderate means working in Detroit. It is only 20 miles away from its big neighbor by way of the Gratiot Highway and 25 miles via the Lake Shore Road.

For many years Mount Clemens made little effort for expansion, but today a new order of things is established. It is asking that its beauty and value be recognized. Its citizens point out that it offers the comfort, peace and quiet of the country with easy access to the commercial and art centers of Detroit. Only two miles from Lake St. Clair, it has all the advantages of a natural resort city—bathing, boating, golfing and other sports. The St. Clair Flats, noted for their wild animal life, are within 10 miles as the crow flies and beautiful Anchor Bay, a natural sheltered cove formed by the eddying waves of Lake Clair, is almost at the city's door.

Motorboat Route

The Clinton River, winding through the city, offers a route for motorboats and canoes to Lake St. Clair. Concrete highways follow the tortuous course of this stream, one leading to Selfridge Field, United States aviation post established here during the World War and since made into a permanent flying field. Another highway leads to Lake Shore Drive and a fashionable suburban district of Detroit.

Educational facilities of Mount Clemens are excellent. A new $1,000,000 high school was recently opened.

Rotary, Kiwanis and Exchange clubs are active. These groups promote many worthy projects, among them the Boy and Girl Scout movements. Every summer the Rotarians give the Scouts the use of their park, a wooded tract of many acres with a stream running through it and with a cottage fitted for campers.

Attracting Factories

Several factories have been established in Mount Clemens in recent years, among them a pottery employing several hundred men, a beet sugar plant and a marshmallow plant. Within a mile from the city limits on the Gratiot Highway is a widely known creamery which, with its pastures, occupies thousands of acres.

Mount Clemens was founded by Christian Clemens more than 100 years ago. The first settlers were Moravians, who came here in quest of religious freedom. Moravian Drive, one of the many roads leading into the city, was named for these pioneers. The farms of Macomb County, of which Mount Clemens is the county seat, have been cultivated by several successive generations of German-Americans and abound in fruit and garden truck.

The richness of the soil has made Mount Clemens a center for flower raising, half a score of greenhouses growing flowers for Detroit and other outside trade the year around.

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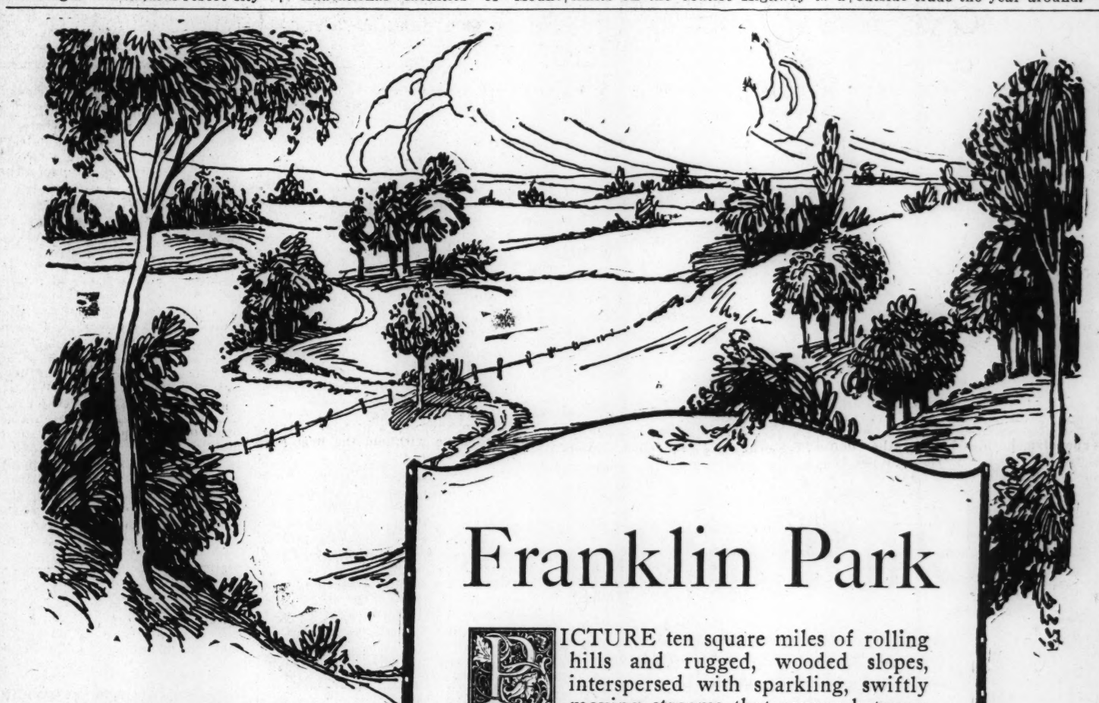
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Franklin Park

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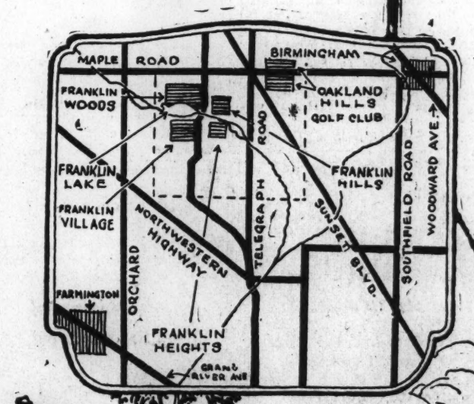
Such is the stupendous development now under way at Franklin Park.

The Franklin Park district, fifteen miles from Detroit, is south of Maple Road, four miles from Birmingham.

Adjoining the Oakland Hills Golf Club, it is within a few minutes of numerous golf and riding clubs.

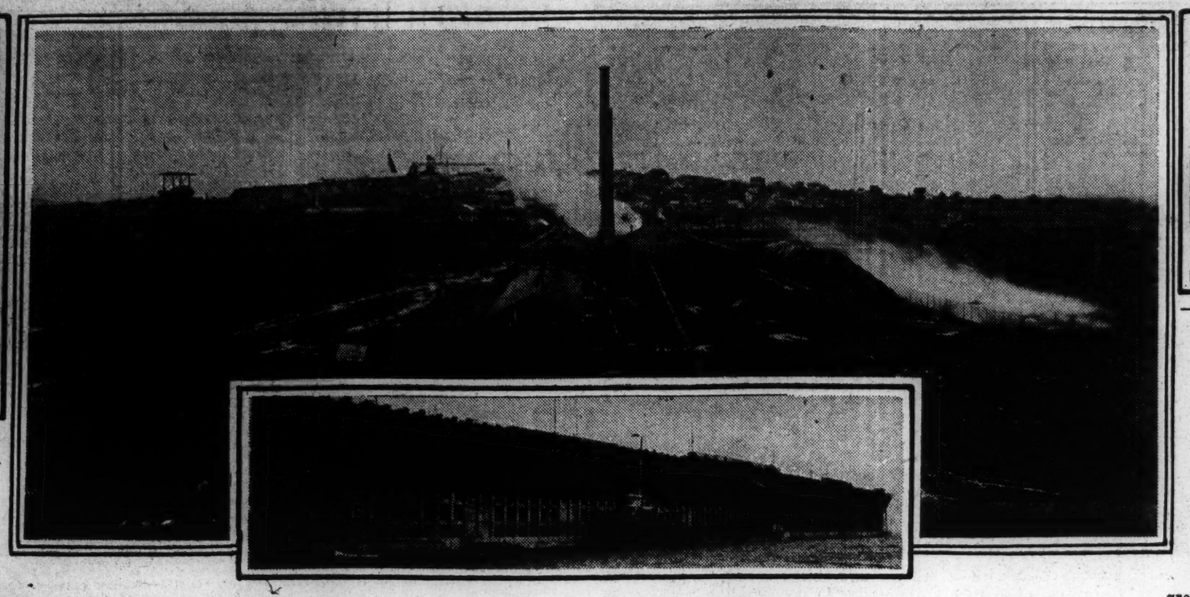
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Michigan Still an Important Mining State—Copper Is Mined Mile Below the Surface Where It Is Found in Many Cases in Its Purest Form







Left—Native Copper at 5000 Feet. Center—Mine at Ironwood. Right—Group of Michigan College of Mines Buildings, Houghton. Lower—Ore Docks, Marquette.

Royal Oak, City of Homes, Is Called Model Community

City Provides Residence Section for a Large Number of Detroit Workers—Few Business Establishments There

Royal Oak, Mich.
Special Correspondence

A CITY of 20,000, located on the northern edge of metropolitan Detroit, here is a real "City of Homes." Not an industry is in its midst. Only large and small residences with a concentrated business section comprise this virtually five-year-old and fast-growing city.

Unusual conditions have made possible this development. The section north of Detroit, located on Wider Woodward, a "super-highway," possesses unusual advantages. The great city, working place of most Royal Oakers, is a few minutes away to the south. To the north extends a chain of more than 100 Oakland County lakes which visitors come far to see. Detroit's most popular golf and country clubs surround Royal Oak. The great factories are far away, but can be reached in 20 to 30 minutes because of excellent transportation facilities. A municipal water plant supplies cool, mineral water out of deep artesian wells.

Plans for the expansion of all public improvements to care for the growth of Royal Oak have been made this year. A $530,000 bond issue for paving, sewers, sidewalks and water extensions was approved a short time ago. The sanitary sewer system is already 90 per cent complete, and the storm system is 30 per cent under way. The Royal Oak sewerage disposal plant was used as a model by the state Department of Health at a recent meeting of state municipalities. The plant would be able to take care of a 75,000 population in completed form. A garbage reduction plant not only disposes of Royal Oak garbage but also that belonging to several near-by villages.

There are 30 miles of paved streets in the city. Plans call for the paving of six more miles this year. Boulevard lights border the main streets. This year's budget calls for another fire station and equipment for both the fire and police departments.

Upholding Royal Oak's reputation as a city of homes is a modern public school system. The number of schools prior to the vote on the new high school was six and their value is estimated at several millions. The present high school is rated as first class by colleges in the country.

Churches of 13 denominations are established. Stone structures have replaced the wooden churches built when the city was a growing village.

Social and recreational life is flourishing. Royal Oak Lodge of Elks has just been installed. The city has its Masonic lodge, Odd Fellows lodge, Woman's Club, Rotary and Exchange clubs, and other active organizations. Ground is being broken for another theater.

The city has its own newspaper, the Daily Tribune, and its own radio station. Royal Oak Village was incorporated in 1891. When its population was 400, on June 27, 1921, another forward step was taken by the approval of incorporation as a city. The population has advanced from 6000 in 1920 to 20,000 in 1926. Building permits issued during last April amounted to $405,145.

Royal Oak's name dates far back. Over a hundred years ago Governor Lewis Cass of Michigan left the region now Detroit to investigate the territory surrounding. Traveling conditions at that time were very unsatisfactory, especially since the section was once a swamp. The story runs that when Governor Cass and his party were at a point about 10 miles north from the center of present Detroit and were very fatigued, a desirable spot under a large oak tree was found and there the Governor and his party rested.

While lying under the tree and looking upward Governor Cass was reminded of the "Royal Oak" in Scotland which was named because it once hid Prince Charles the Pretender from his enemies. The spot became known as "Royal Oak" and gained in such popularity that the village and township were later named "Royal Oak." A bronze tablet marking the site of the historic tree was placed on north Main Street in 1917 by the Royal Oak Woman's Club.

POTTERY GLAZES HAVE WIDE FAME

Pewabic Products Achieve a Distinctive Place in American Crafts

Detroit, Mich.
Special Correspondence

THE Pewabic Pottery, founded in Detroit about 20 years ago, has developed through sheer artistry and originality a product that is regarded as distinctive in the United States.

The founders were Mary Chase Perry (now Mrs. W. B. Stratton) and the late Horace J. Caulkins. The latter was at the outset primarily interested in working out the effect of varying heats upon clays and glazes, while Mrs. Stratton experimented with chemistry and design, producing within a few years quite new glazes.

During the experimental years the glazes were more often a surprise than a certainty, an element which added to the boundless zest which has always gone into Mrs. Stratton's work. A hidden cabinet in the pottery is filled with these surprises that came out of the kiln—gorgeous vases and bowls, on whose surfaces the glazes fused and merged and glowed until the whole surface "came alive," in a deep and beautiful mingling of iridescent color.

From the throwing and glazing of vases and dishes of all kinds, grew experiments with tile for fireplaces and fountains and the decoration of buildings. Ceramic mosaics, so much more beautiful than glass ones, grew quite naturally out of this. Those made for the designs of Frederick J. Wiley, Shakespeare's Seven Ages of Man, in the ceiling of the loggia of the façade of the Detroit Public Library, were the Pewabic Pottery's first ambitious undertaking in mosaics. For this building, too, Mrs. Stratton designed and executed a number of large story-telling tiles for the fireplace in the Children's Room.

Working with such artists as Cass Gilbert, Ralph Adams Cram, the late Bertram Goodhue, Maginnis and Walsh, the Pewabic Pottery has done innumerable altar and chancel floors in large churches throughout the country, the designs and glazes growing more intricate and subtle as time went on.

In the face of widespread corruption of art that a commercial and mechanical age inflicts, Mrs. Stratton's consistent refusal to undertake work that does not present an aesthetic problem is outstanding. Also—and this is undoubtedly the reason that the Pewabic product has constantly and interestingly developed since the day of its inception—she has steadfastly refused to allow the methods of big business to creep into her pottery.

The creative end of the work has been kept consistently in the hands of the artist and the technical end has been accomplished with the slimmest equipment and the fewest imaginable helpers: an Old World potter from Austria, skillful at the wheel, a general foreman and supervisor, a few men to tend the fires and kilns, and three or four women to paste mosaics, a clay mixer, a bookkeeper, and, until his recent passing, Mr. Caulkins, whose interest in the pottery grew from a hobby into the paramount interest.

A case of Pewabic pottery at the Detroit Institute of Arts, presented by the late Charles Freer, is a small token of the appreciation which this exacting lover of ancient art bestowed upon an art indigenous to his own town.

EARLY MICHIGAN SETTLERS FOUND MASSES OF COPPER

By PROF. JAMES D. HILL
Michigan College of Mines

Houghton, Mich.

THE presence of copper along the southern shore of Lake Superior was known to the white men of North America over 100 years before the Declaration of Independence. Practically every French fur trader and voyager who returned from the region brought stories of virgin copper and supported them by exhibiting specimens and trinkets that he had either picked up or procured from the Indians.

Alexander Henry, an English adventurer, camped one night at the mouth of the Ontonagon River, which empties into Lake Superior near the western base of Keweenaw Point. The next day he went 10 miles up the river with Indian guides to investigate rumors relative to copper.

There he found, to quote from his own writings, "a mass of copper, of a weight, according to my estimate, of no less than five tons. Such was its pure and malleable state that, with an axe, I was able to cut off a portion weighing 100 pounds."

In 1843, exactly 77 years after Henry examined the mass, a certain James K. Paull, but recently discharged from the temporary forces of America that had been mobilized to suppress the Black Hawk uprising, came in contact with a half-breed by the name of Miniclear, who was familiar with the Lake Superior South Shore country. He told Paull of such a mass of copper on the Ontonagon River, and the ex-Indian fighter decided to investigate. By canoe and portages, they made their way northward through Wisconsin to Lake Superior, thence along the coast to the mouth of the Ontonagon. At last he found the prize partially covered by the waters of the west branch of the river and about 2½ miles from the main stream.

A cabin was built, and Paull settled down to the work of getting the mass to civilization. Winter found him opening a roadway through the dense forest, over hills and at least one bluff that was over 100 feet in height. Throught the long winter he lived beside his prize and in the spring was just preparing to move it from its bed when Major Cummingham, authorized by the Secretary of War to bring the "rock" to Washington, arrived in company with a civilian named Eldred. The major showed his orders, but the sturdy Paull with loaded rifle and pistol proclaimed to them and the surrounding wilderness that the mass was his by priority.

The Major and his companion considered discretion the beter part of valor and withdrew after telling Paull that if he would continue his work till the copper was at the mouth of the Ontonagan River, the Government would buy it from him there. With aid of a capstan, track sections and Indian labor he succeeded in getting it to Lake Superior. There he encountered a revenue cutter with the Major and Mr. Eldred aboard, who began to dicker for the copper. Again Paull defended his rights, and ultimately received $2200 (a princely sum in that day) for his find.

Since that day more than 7,000,000,000 pounds of copper have been taken from the Copper Country—Keweenaw Point and vicinity—of Upper Michigan. To resort to the somewhat hackneyed methods of the rough and ready statisticians, the above is enough copper to girdle the earth at the equator with a 10-gauge band 10 feet in width. And it might be added that an amazing amount of copper is still being shipped to the industrial centers of the world; indeed, some believe that enough more will be produced exactly to double the width of that imaginary band.

The geology of the Keweenaw region is such that high-grade ore may reasonably be expected to an indefinite depth, for it does not pinch out or utterly disappear at a fault line, as in the case of many western districts. Hence the life of the mines is governed only by the mechanical limits of mining So long as the demand for the red ore is great enough to make it profitable for men to advance deeper and deeper into the earth, just that long there will be copper mined in Upper Michigan.

This explains another unique feature of the country. The deepest mine in North Ameriea, and third to the deepest in the world, is near Calumet, in the center of the Keweenaw Point. The shaft goes down at an incline and has a length of more than 9000 feet, which puts the descending miner at a veritable distance of more than a mile below the earth's surface, and there are reports to the effect that new hoisting equipment is going to be installed that will enable its operators to profitably extend the shaft to unheard of levels.

Located in the midst of this highly developed mining, milling and smelting country is the Michigan College of Mines, in some respects the most fortunate technical college in America by virtue of this very location. In addition to its extensive buildings, library and laboratories, it is surrounded by the most modern and highly developed methods of mining. The authorities of the college take advantage of this by turning the unique environment into a veritable laboratory.

Every week-end during the regular school months students are seen departing from Houghton in supervised groups to visit one of the near-by mines, mills or smelters. In the last half of the spring term an extensive tour of the mines of the iron ranges is made. As the vigorous climate makes year-round studying possible, work is carried on during the summer the same as the ordinary college months, and it is in this term that the students get in valuable field work such as surveying and geological work.

This summer work also enables the students to obtain their degrees and enter their chosen profession just three years after graduation from high school, which not only saves the student the cost of a year's training, but also adds to the length of his earning life.

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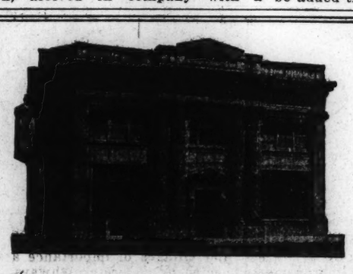
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FRENCH TRADING POSTS MADE WAY FOR SETTLERS

Government Obtained the Rights to Indian Lands, Pioneers Followed

By W. L. JENKS
President, Michigan Historical Commission

Port Huron, Mich.

WHEN the white man first stepped on the soil of Michigan, it was sparsely peopled with three branches of the great Algonquin family of Indians, the Chippewas, Ottawas and Potawatomies. Lakes Superior and Huron, extending along the greater part of its eastern boundary, formed for many years the gateway to the West for the French trader, voyageur, soldier and missionary.

From the time Champlain first glimpsed the waters of Lake Huron, in 1615, until 1760, when through the Battle of Quebec, French domination on the continent east of the Mississippi came to an end, French sovereignty had been claimed for the entire region.

French forts and trading posts were established at Mackinac about 1683, and at Detroit in 1701, and French missionaries exercised great influence over the Indian tribes who found their livelihood in the vast territory around the Great Lakes, but the occupation of the country was practically limited to the posts themselves. No attempt was made to utilize the land, and it remained a great hunting reservation, producing vast quantities of furs which formed the sole subject of commerce.

Detroit Becomes Headquarters

During the short English domination, from 1760 to 1796, little change was made in this respect. Detroit became the headquarters of English rule, with posts at Mackinac and on the St. Joseph River. A few settlers made clearings and cultivated the soil around Detroit and the nearby rivers and lakes, but in all material respects conditions remained unchanged.

The attempt of the Indians, under the able leadership of Pontiac, to drive the English out of the country, although meeting success at Mackinac, St. Joseph and other places, met failure by the successful defense of Detroit, and the English gradually obtained the same measure of control of the country that the French had had.

Although by the Treaty of Peace between the United States and Great Britain, in 1783, the boundary line between the countries was fixed along the center of the Great Lakes and the connecting streams, thus placing Michigan within the United States, the English posts in Michigan were not surrendered until July, 1796, when for the first time the country now known as Michigan passed under the actual occupation of Americans, and automatically became part of the Northwest Territory created by the Ordinance of 1787.

At that time its small population was confined to the immediate locality of Detroit and along the banks of Lake St. Clair and River St. Clair, with a small number collected at Mackinac, and consisted mainly of English and Scottish merchants and traders in Detroit and Mackinac, and a few French farmers.

Territory Formed in 1805

This population grew slowly, and was distant from the seat of government of the Northwest Territory, to which it later becams attached, and finally obtained its first political entity when Congress, in January, 1805, established the Territory of Michigan, giving it the name of the lake which formed its western boundary. This territory included only the Lower Peninsula and the east end of the Upper Peninsula.

The United States, in pursuance of its policy of recognizing the rights of the Indians to the territory over which they roamed, through a treaty made in 1807, obtained from the Indians surrender of their rights to a considerable tract in the southeastern part of the territory, and later, by successive treaties, ending in 1840, practically the entire remaining area of the present State was relinquished.

The War of 1812 came, and the surrender of Detroit brought forcibly to the attention of the American people the existence of the Territory. The United States began to make land surveys, and it was discovered to the general surprise that the soil was generally fertile and adapted to agriculture, and that there were great quantities of pine and hardwood timber.

Erie Canal Opened

When the Erie Canal was opened for traffic in 1825, travel and immigration from the East, which had been largely confined to the states south of Michigan, now began to find its way rapidly along Lake Erie to Detroit, and from thence on through the southern part of the territory.

New York State and New England sent thousands of their sons to settle and make their homes in Michigan. In one year—1836—more than 4,000,000 acres of Government land in the territory were purchased, largely by actual settlers, partly by speculators. The growth of the population was so rapid that when a territorial census was taken in 1834, it was found that there were many more than enough inhabitants to authorize the formation of a state under the provision of the Ordinance of 1787.

Accordingly, a convention was held in May, 1835, which adopted a State Constitution, and subsequently state officers were elected, and Michigan functioned as a State from October, 1835; but it was not admitted by Congress to the Union until January, 1837.

This unique condition arose from the fact of a controversy with the State of Ohio, over the boundary line. The matter was finally settled by Michigan yielding compulsorily the question of the boundary, and accepting as compensation the Northern Peninsula, of whose mineral wealth in iron and copper all parties were then ignorant.

Constitution Used as Model

The Constitution so framed was noteworthy by reason of its advanced and far-seeing provisions for education, which became a model for many of the sister states.

The Legislature promptly provided a complete plan of education from primary schools to the university and also providing a State Agricultural College, the first one to be established in the United States.

Michigan became a State at a time of great land speculation and great schemes for internal improvements in the way of roads and canals. The population was small, capital was scarce, and transportation facilities greatly needed.

Michigan at once began an ambitious project of building canals and three railroads across the State, and to help finance these, established a bonded debt of more than $5,000,000.

In the following decade, the great iron and copper deposits in the Upper Peninsula were discovered, and their development began. These products, together with the immense quantities of white pine in the Lower Peninsula, attracted attention and capital from the East, and the industrial development of the State went on rapidly.

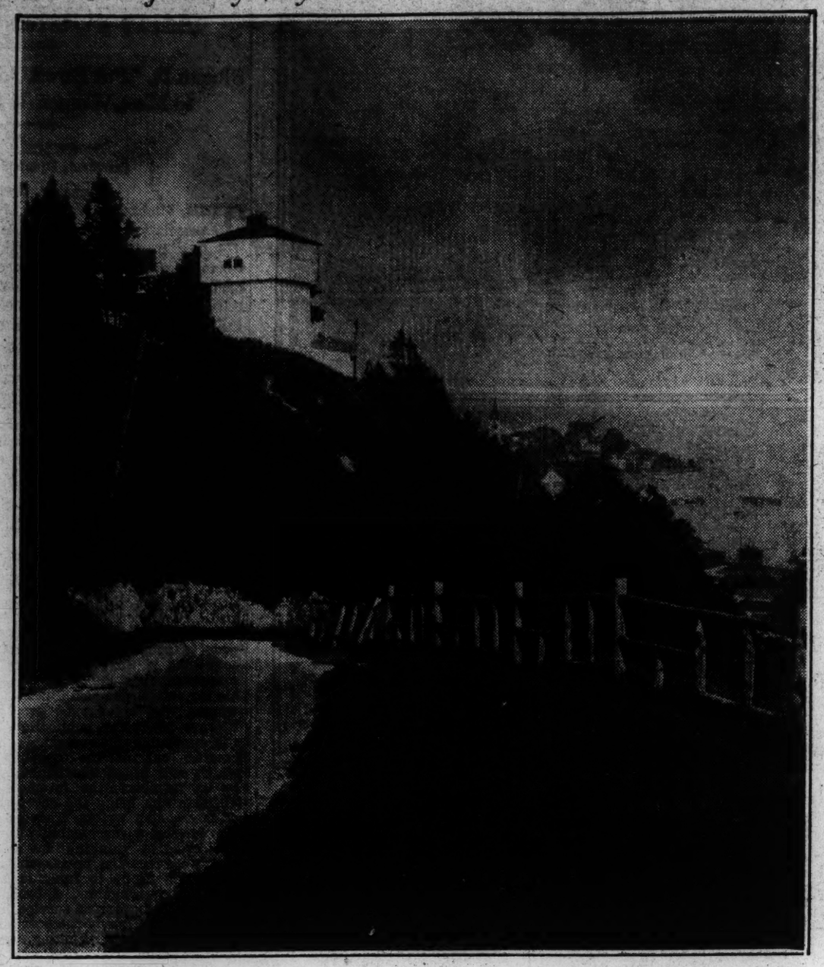
Period of Foreign Immigration

In addition to the immigration from the older states, there began to come three lines of foreign immigration—Dutch, German and Irish, the first in the western part of the State, the second in several settlements, and the third in general distribution.

The development of the Upper Peninsula brought about the construction of the first Sault canal around the rapids in St. Mary's River, by the State of Michigan. This was later transferred to the United States, which has since built three additional locks, two of which are the largest in the world.

Within the last 10 years the State has undertaken the construction of a system of good roads, so that at the present time practically all cities and villages of importance are connected by concrete highways.

Memories of Early Days Cluster About Mackinac Block House



BIG PLAYGROUND IS SOUTH HAVEN

Hundreds of Cottages Line Lake Shore—Farm Lands Being Sub-Divided

South Haven, Mich.
Special Correspondence

SOUTH HAVEN, on the east shore of Lake Michigan, by reason of its location and its railroad facilities, promises to become a great "seaport." It owes its original settlement and its later developments to the confluence of a river with the big lake. The river is the Black River, once navigable for several miles back from the lake but now affording only an excellent harbor.

Although South Haven's population is estimated at not more than 5000, its summer visitors raise the number of people using its post office in the vacation season to about 20,000. Its temperate climate, its fine bathing beach and the beauties of the surrounding orchard region, have attracted many families from Chicago, St. Louis, and elsewhere. Great Lakes steamers from Chicago bring city visitors into South Haven's harbor and lines of the Michigan Central and Pere Marquette afford good train service.

The Black River is used by the summer residents for canoeing and motorboating, being navigable for small craft for a distance of about five miles.

The harbor, formed by the mouth of the river, is considered excellent for lake steamers; it has been improved by the Federal Government and has a pier, breakwater, life-saving station and lighthouse.

Farm lands around South Haven have been found desirable for summer homes and many farms are being subdivided. The temperate climate, which makes South Haven a popular resort, is an important economic asset because of its value to the fruit industry which occupies thousands of acres. Experts on the Michigan State Experimental Station here have said it is reported that because of peculiar climatic conditions pears have a longer blooming season in South Haven than in any other region in the United States. This is explained by the tempering effect of the lake, exceptionally wide at this point, which keeps the blooming season cool, yet above freezing. A new peach, "the South Haven," is promising to make this city's name well known among orchardists. It came into existence as a seedling about five years ago, and was discovered by an expert from a Monroe (Mich.) nursery, who was inspecting South Haven trees. Its unusual qualities for shipping and canning caused the expert to watch its growth for several years. At the end of the testing period, the nursery began to grow it on a commercial scale, and it is now shipped to distant places.

In connection with the thousands of acres of fruit farms of Van Buren County, in which South Haven is situated, this city has a number of allied industries.

A preserving company packs and cans small fruits, apples, pears and peaches, which are distributed throughout the central states, and as far as the eastern sea coast. One concern manufactures wooden boxes and baskets for shipping fruit. Another industry is the manufacture of bone fertilizer for orchards. Two pickle salting factories are located here. Perhaps the chief industry of South Haven, however, is the manufacture of pianos. Another concern makes piano benches, employing 300 men in what is believed here to be one of the largest factories of its kind in the United States. This company has recently added to its business the manufacture of automobile moldings.

Industries obtain electric power from a municipally owned plant, located on the banks of the Black River, which supplies both light and power at rates considered moderate.

South Haven's civic beauty is enhanced by miles of well-kept streets, lined with shade trees planted by the pioneers and by the meandering of the Black River, which takes its course through the city.

A new central school building was recently completed at a cost of $235,000. Its classrooms begin with the kindergarten and extend through the junior high school. High school attendance is about 300.

A new golf course has been built by the South Haven Country Club, located three miles north of the city on the state highway. Nine holes are expected to be in use this summer and the other nine holes are scheduled for completion in 1927. It is to cover about 40 acres.

South Haven's Rapidly Growing Business District



South Haven Is One of Michigan's Most Popular Summer Playgrounds. Scores of Cottages Are Being Built on the River and Lake Fronts.

WYANDOTTE HAS NOTED SCHOOL

WYANDOTTE, Mich.—Since its erection in 1923, every week boards of education from Michigan and other states have visited the Roosevelt High School, one of the most distinctive school buildings in America. This structure in the English Tudor-Gothic style was erected at a cost of $1,500,000. In the library, which has a capacity of 30,000 volumes, the ceiling is decorated in oil and on the walls are painted a series of pictures showing the evolution of a book, copied from those in the Congressional Library at Washington, D. C.

Throughout the building are plaques depicting leading events in American history and the walls of the corridors are made attractive with prints of the best paintings.

HORSE PULLING POPULAR

EAST LANSING, Mich.—Horse pulling contests are growing in popularity at Michigan's various state fairs and this year some new records are anticipated, especially in the Upper Peninsula logging camp districts. The Michigan State College lends its dynomometer for these contests, to measure the pulling power of the teams.

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FOR INFORMATION WRITE
CHAMBER OF COMMERCE

SOUTH HAVEN, Michigan, situated on the east shore of Lake Michigan, surrounded by the great Michigan Fruit Belt, with its six miles of the finest sand beach in the country, washed by the blue waters of the lake, is one of the finest recreational centers in the country.

Bathing, golfing, boating, fishing, dancing and horseback riding are among the many attractive inducements for vacationists. A free public camping park is available, equipped with modern conveniences, as is also a municipal playground.

The South Haven-Chicago Steamship Company, the railroads, and the M-11 Michigan Highway afford ready accessibility to motorists and excursionists from all parts of the country. Motor bus service in palatial coaches connects South Haven to nearly all points.

South Haven is noted for its hotels and resorts, with their very good accommodations and courteous treatment of the tourist and vacationist.

Located on one of the finest harbors on Lake Michigan, it has recently been declared a Customs station and is fast becoming an important receiving port for foreign vessels, carrying China coating clay and wood pulp for the paper industry in the Kalamazoo valley.

Noted for its climate, which is mild in the winter and cool in the summer, its vast recreational facilities, its good hotel accommodations, its ideal location as a natural harbor, which has been improved by the Government, surrounded by the agricultural and fruit activities, it is also an ideal industrial location.

Served by the Michigan Central and Pere Marquette railroads, together with the South Haven-Chicago Steamship Company boat line, South Haven is a gateway to, not only the domestic centers, but to the foreign markets of the world.

Already noted, as the Fruit Belt City where the "Fruit With the Flavor" is grown, the famous "South Haven Peach," the wonderful beach and the surrounding agricultural interests, it is fast taking its place in the industrial world, and for the progressive manufacturer who is seeking an ideal location, where contented employees, transportation facilities and low cost of operation will build a successful enterprise, South Haven stands out as the logical location.

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WOMEN PLAYED BIG DRY ROLE

After Prohibition Need of Suffrage Was Seen and Second Victory Won

By MRS. E. L. CALKINS
President Michigan Woman's Christian Temperance Union

Ypsilanti, Mich.

IN NO state was the temperance movement of 1873 and 1874 greeted more gladly than in Michigan. For nearly 20 years the State had been under a prohibition law; but each session of the Legislature had changed it until it was badly in need of repairs.

The first step toward crystallizing public sentiment was in February, 1874, when a local union was organized. That was followed by others and on June 25 of that year a convention was called in Lansing and held in the Hall of Representatives, to gather information and obtain united action.

Thirty local societies were represented, and it was at that meeting that the organization was named "The Woman's Christian Temperance Union."

The Legislature of 1875 found the women in Lansing asking that the prohibitory law be strengthened. Instead of amending it the Legislature repealed it and adopted the license system.

Then began a great campaign of education. The standard was total abstinence for the individual and prohibition for State and Nation.

Campaign of Education

When the national W. C. T. U. was organized in Cleveland, O., in November, 1874, Michigan was one of the 17 states represented all organized and ready for business. During the years that followed a host of consecrated women led in the educational campaign, among whom was Mary T. Lathrop. Standing at the head of the work in Michigan for 14 years, she became known throughout the world as the "Daniel Webster" of temperance reform.

One campaign followed another in rapid succession. In 1888 came a contest for state-wide prohibition. In one county at that election more wet votes were cast than there were men, women and children living in that county. In 1889 a local option law was enacted and then began the county option campaigns. Year after year they were carried on until a majority of the State was dry and the question had been discussed thoroughly.

In 1911 the W. C. T. U. opened headquarters in Lansing and obtained the introduction of a statewide prohibition bill. It was introduced by Henry E. Straight of Coldwater, who was a member of the house liquor committee. It was kept in the committee, which was largely wet. That bill was reintroduced at every session of the Legislature until 1915. Every session found the women there ready to contend for a saloonless State.

New Victories Won

After the defeat in 1915 all of the temperance forces united in a great campaign to make Michigan a saloonless state. The election resulted in a dry majority of more than 68,000.

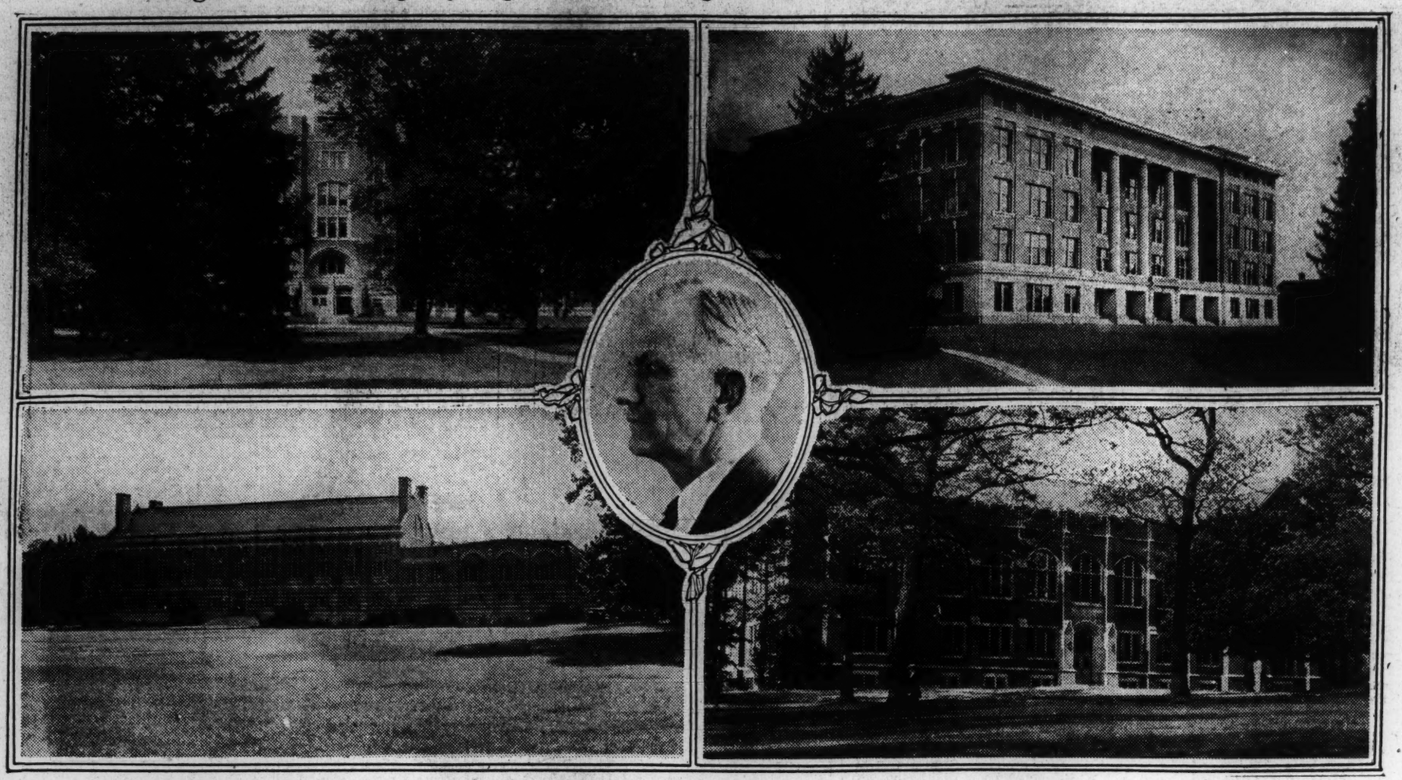
The amendment to the state constitution provided that a law must be enacted during the next session of the Legislature to control the legitimate sale. After the Reed "bone dry" law passed Congress the way was clear and a law was enacted that is far more drastic than the Volstead Act.

The women of the State knew that if they kept the law they must be able to protect it with their ballots and no sooner had the State voted dry than a campaign was started to give the women of Michigan a right to vote.

The women won and the wisdom of the movement was very soon apparent. The wets started a beer and wine campaign. That vote was taken in the spring when it always had been found difficult to get out a representative vote. But the women were citizens and the beer and wine amendment was defeated by a majority of more than 205,000.

By the time the Eighteenth Amendment had passed, a Legislature was elected so dry that it was ratified with enthusiasm. At present writing out of 13 representatives in Congress all but two are dry.

Michigan State College of Agriculture, Long a Leader in Its Field, and Its New President



Upper, Left—Home Economics Building. Right—Agricultural Building. Lower, Left—Gymnasium. Right—New Library. Inset—Dr. Kenyon L. Butterfield, President.

STATE AGRICULTURAL COLLEGE HAS MANY PROMINENT ALUMNI

With Confidence of Public and Especially Farmers, Efforts Are Continuing Toward Wider Service to Graduates and to Secondary Schools

By DR. KENYON L. BUTTERFIELD
President of Michigan State College of Agriculture and Applied Science

Dr. Butterfield recently relinquished the presidency of Massachusetts Agricultural College to return to his native State as president of Michigan State College, from which he received his B.S. degree.

East Lansing

PROBABLY the major distinction of what is now the Michigan State College of Agriculture and Applied Science is the fact that it was the first of the state agricultural colleges in the United States to have a permanent career, and that consequently for a generation at least it was pretty clearly the outstanding leader in its field.

Though its later developments have not been unique—for it has shared the tendencies and policies fairly common to all the separate land grant colleges of the country—its priority in time, combined with possession of a really rare teaching faculty, resulted in sending out a group of graduates who took positions of leadership in the field of agricultural investigation and education.

The roll of its alumni in the United States Department of Agriculture and in teaching and administrative positions in the agricultural colleges is impressive. If the list be confined to the period up to 1900, the record is unequaled by any other institution in the land, while since 1900 the list is an honorable one.

It should be added that the college was not only a pioneer in agricultural education and leadership, but it was also pioneer in a modern type of education. One of the very first buildings in America devoted entirely to the teaching of chemistry was erected on this campus in 1870.

The teacher of botany who arrived at about the same date was a disciple of Agassiz and the advantage of his method was getting the student to see things for himself and to try to explain them himself. Hundreds of alumni of those earlier days who did not follow agriculture at all will testify to the quality of education they received out of a course that was frankly scientific in content and decidedly modern in its appeal.

Farmers' Good Will

The college as it stands today is fairly typical of the land grant college. It has its divisions of agriculture, engineering, home economics, applied science, veterinary science, and liberal arts, and gives both B. S. and A. B. degrees. Though there is, strictly speaking, no graduate school and but one "Doctor of Philosophy" has ever been given, there are now more than 100 graduate students. As a matter of history, the overwhelming majority of students of the college have come from homes of moderate means and to a large extent from homes of people who have to work with their hands.

The college apparently has the confidence and good will of the people of the State, particularly of the farmers. One tangible evidence of this is the fact that during Farmers' Week this year, the actual number of registrants for the week was more than 5000, while probably 2000 or 3000 failed to register. Some 30 agricultural organizations held their meetings on the campus during Farmers' Week.

It must be admitted that for a long period, the State scarcely provided for an adequate building program, but under the administration of the present Governor that lack has been remedied and the college is now acquiring a set of really modern structures, while the support for the current maintenance is reasonably adequate.

One of the distinctive physical features of the institution is the campus itself, which is an area of something like 100 acres, originally forest, on which native oaks two or three hundred years old and native beeches half as old, as well as other scattering deciduous trees have been saved, and on which a wealth of planting has been made through the years. The college was fortunate in having during the early days the service of a landscape man of real skill. The result of these various circumstances is that from the purely landscape point of view, it is doubtful if the campus is excelled by that of any other college in the land.

New Projects

It is rather difficult to discuss briefly possible developments of policy. Many things are under consideration. Strong efforts are being made to segregate the freshman year in such a fashion that the gulf between the high school and the college may be better bridged for the student than at present is the case.

An alumnus of the college this spring starts a course in "Life Planning," which promises to be unique and to set the pace for work of that type, including vocational counsel; publicity this year frankly discards appeals to attend this college, but seeks to assist high school students to find themselves vocationally and in life also; the department of education has been materially strengthened; the growth of the liberal arts division accounts almost entirely for the addition of 600 or 800 students to the school during the last two years.

Probably the college may be said to be taking advanced ground in planning for a director of continuing education, whose function will be to correlate the extramural activities of all departments of the institution, on the theory that the college should assist in the development of a plan of continuing education which will afford both the means and stimulus for sympathetic intellectual development on the part of the citizens of all ages and classes whose school days have gone by.

Another project that seems to be up on "the firing line" is the proposal of the college to correlate investigational work of all types and of a rather intensive character in such fashion as to contribute to a report on the making of a regional plan in the trade area of Lansing, a city of 70,000 people.

The college is obligated to be particularly careful not to duplicate work that can be better done by the university of the State. Some apparent duplications are not so, in fact, as for example the schools of engineering of the two institutions. Under the modern conception of service of the Commonwealth, there is probably little likelihood of real duplication.

WOMAN'S PRESS ASSOCIATION AIDS JOURNALISTIC GOOD WILL

Slogan Is, "Put Down Self and Work for a Cause"—Seek to Meet Women Writers' Needs in Every Way

By GRACE GREENWOOD BROWNE
President, Michigan Woman's Press Association

Lansing, Mich.

THE Michigan Woman's Press Association came into existence, July 22, 1890, when a group of women writers of the State assembled at the home of Mrs. M. E. C. Bates in Traverse City, to discuss the possibility and advisability of organizing a state association, the object of which should be the general promotion of all matters of interest pertaining to the press, the elevation of the work and the workers, the mutual interchange of ideas and acquaintanceship for business and social purposes, and the fostering of unity and good-will among all women in the State doing newspaper work or general writing for publication.

The slogan adopted at that time was: "Let us, as women, learn to put down self and work for a cause." The same has always been kept before its members, as its ideal.

Any woman resident of Michigan, who is proprietor or manager or connected in an editorial way with some recognized publication, is eligible for active membership; also, any woman who is engaged in regular literary effort for publication.

A workable instrument is being created out of the organization, which will be of inestimable value to its members, the foremost and ultimate aim being the development of the woman writer. This association carries a responsibility for doing creative thinking in matters which concern the press, which enables this group to function as an effective state agency. A broad and beneficial program of service is obtained by developing the possibilities of this coterie of thinking women. The Michigan Woman's Press Association seeks to touch and meet women writers' needs at every angle, and to anticipate those needs.

One of the outstanding features for the coming year is that of a journalistic scholarship which is being sponsored by the organization for Michigan women who are anxious to enter the writing "game," but are handicapped by the want of funds. A strong committee has been delegated to work this out, and within a few months the association's desire is faithfully expected to be realized.

Another need which it is hoped will soon be met is that of establishing a hostess house and press center, wherein hospitality, friendliness, information and general helpfulness to the woman journalist will be dispensed. The association stands ready to assume duties of responsibility.

Michigan has a rich and varied list of writers in the field of newspapers, magazines and books. They are brilliant, lovable, sincere and thoughtful women who offer to the reader their guidance and companionship in many realms of thought.

The printed words of Dr. Caroline Bartlett Crane, Myrtle Koon Cherryman, Mrs. E. L. Caulkins, Dora H. Stockman, Margaret Hamilton Alden, Dr. Mary Thompson Stevens, Margaret C. Krause, Miss Jennie Buell, Mrs. W. R. Alvord, win the readers' support and attention by sound argument and sensible reasoning. In this list, four are editors of state magazines and five are special writers.

Fannie Sprague Talbot, Irene Pomeroy Shields, Vesta Hardy Vandeveer, Pruella Janet Sherman, Winifred Sherman Gordon, delight and entertain us in a well wrought and finished style of verse which meets our every mood.

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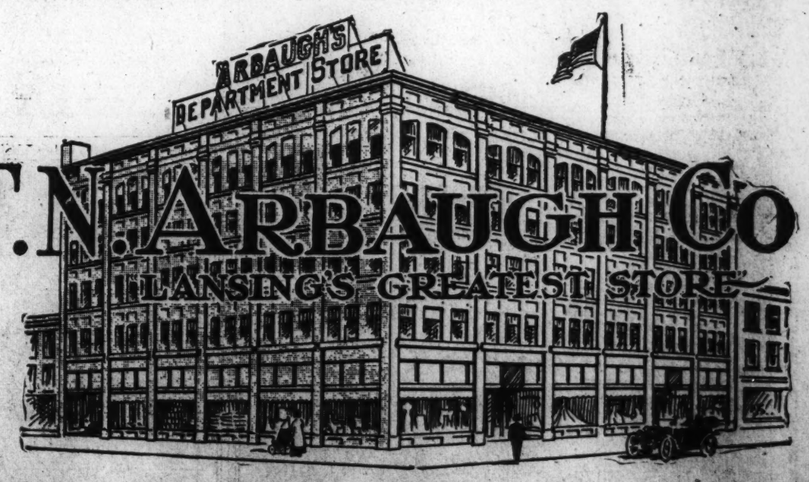
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View of the Fair Capital City of Michigan From the Roof of the New State Office Building—State Capitol Dominates the Left of the Panorama

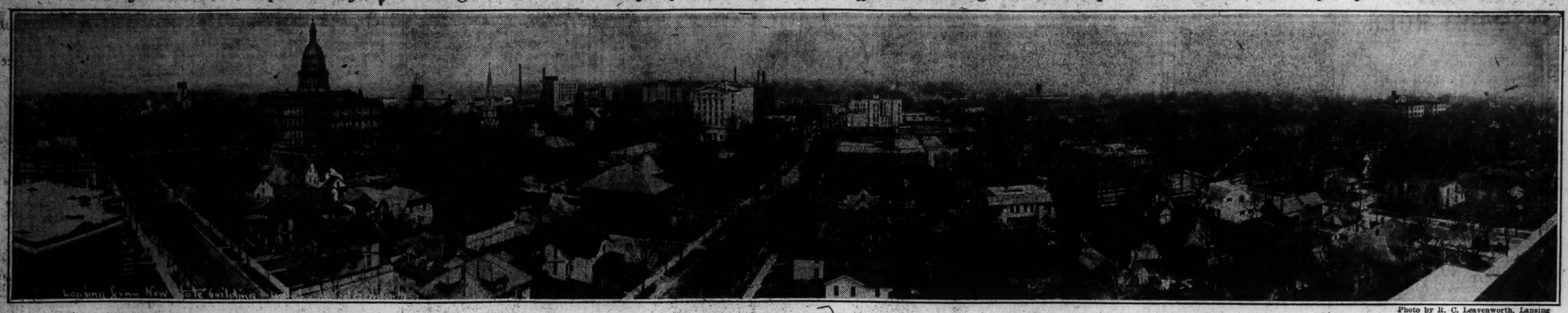


Photo by R. C. Leavenworth, Lansing

LANSING WORKS ON DEFINITE PLAN FOR CIVIC DEVELOPMENT

Gift of Wooded Areas Along Grand and Cedar Rivers Forms Basis of Park Growth Used to Make Capital a Beautiful City

By H. LEE BANCROFT
Superintendent of Parks and City Forester

Lansing, Mich.

APPRECIATING the fact that the capital city of Michigan carries certain responsibilities, and that the city must be a credit and a reflection of the greatness of the State which it represents, Lansing has adopted a definite plan of development and growth, which will make it one of the best of the state capital cities.

Important in this program is the comprehensive park and boulevard plan now about five years old. During the years previous to the city plan report, certain public-spirited and farsighted citizens gave the city some beautifully wooded lands lying along the Grand and Cedar Rivers, at whose junction the city is built. With these parks as a nucleus, the plan called for their extension and the addition of other desirable areas along the two rivers with the twofold idea of adding acreage for park use and in protecting and beautifying the river banks through the city. To this system of river parks, a cleverly planned arrangement of neighborhood or service parks was worked into the park plan for the city.

By gifts and purchase the city has acquired approximately 530 acres of land, comprising about 16 individual park properties more or less connected by boulevard and river drives. These parks are so arranged that nearly every section of the city has one which is within walking distance of residential sections and which is developed and used as a neighborhood park and playground. Added to these parks are larger areas lying farther out which are being left as far as possible in their native state, which will be the real playgrounds of the city. Then there are, of course, the smaller downtown parks, which are maintained as beauty spots and breathing places close to the business and hotel section of the city.

The latest development of the plan which is now under way is the linking of Lansing and East Lansing by a park and river drive along the Cedar River, and its connection at East Lansing with the campus of Michigan State College, recognized as one of the most beautiful college grounds in the United States. This project is also linked with the new super-highway and boulevard which is being constructed between Lansing and East Lansing by a 40-acre park recently contracted. The whole scheme will join the two cities and make an imposing entrance to the city over Michigan Avenue which leads to the front steps of the Capitol Building.

Lansing has been fortunate in having its parks largely donated, foresighted in having and following a plan, and wise in the purchase of land ahead of its actual need. The groundwork for a beautiful system of parks and boulevards is largely completed and without the issuing of bonds. The development of the land can and will be on a modest program of improvement as the city grows and makes such an improvement advisable and necessary.

Lansing is providing in its parks, baseball and football fields, asphalt, concrete and clay tennis courts, a fine swimming pool and wading pools for children, playground equipment and supervised playground, a clean and complete tourist camp, an interesting and growing zoological collection, and will open up an 18-hole golf course of about 120 acres which will rank high as a municipal course. Band concerts are provided during the summer and ice skating is enjoyed on artificial rinks in the winter. To this is added acres of woodland for hiking and picnics and the pleasure of knowing that we are leaving and preserving some of the natural beauty spots for the people of our capital city of tomorrow.

LANSING HEARS FAMED ARTISTS

Prudden Auditorium and Central Temple House Given by Citizens

Lansing, Mich.
Special Correspondence

THOUSANDS of people have enjoyed the concerts of famous artists in Prudden Auditorium here, and thousands more, the majority of them children, have participated in the countless activities of Central Temple House, without taking thought of how those pleasures had been made possible for them.

In 1916 William K. Prudden, a pioneer manufacturer and philanthropist, presented to Lansing the splendid auditorium to which his name was given and the office building of the Chamber of Commerce, built in conjunction with it. No single institution is said to have had a greater unifying effect on the people of Lansing and has contributed more to its artistic life than this building.

Immediately upon its construction, public forum meetings with noted lecturers were held; the Philharmonic Concert Course management opened its first series, bringing to Lansing such artists as Galli-Curci and Kreisler, Schumann-Heink and DePachmann. It was the beginning of large public gatherings in the interest of community welfare and culture.

While still maintaining his residence in Lansing, Mr. Prudden is now at his home in Santa Barbara, Calif.

A need for a general community meeting place with a smaller auditorium for more everyday general use was filled in 1923 by Richard H. Scott, also a leader in Lansing industry, and Mrs. Scott, who presented Central Temple House to the Central Methodist Church and to the community at large.

Thought, care, and the love of the beautiful were combined in making this one of the most charming of public buildings. Arrangement of every detail and the cosiness of the lovely big rooms gives a homey atmosphere such as few such buildings achieve.

Besides reception rooms and the large public lounge with its huge fireplace and bookcases, the dainty luncheon rooms and private meeting rooms, there is the auditorium with its balcony and classrooms providing seating capacity for 1150 people, a stage and adjoining dressing rooms; men's and boys' parlors and social quarters; rooms for Boy Scouts and Camp Fire Girls; a gymnasium with locker and shower rooms and two regulation bowling alleys with spectators' galleries.

Evenings there are motion pictures in the auditorium if no other program is provided, and on Saturday mornings, educational films are shown for children. Throughout each day hundreds of children and grownups enjoy wholesome pleasures as a result of the gift of Mr. and Mrs. Scott.

Picturesque State History Traced in Pioneer Museum

Collection Was Started in Spare Room of Capitol by Mrs. Marie B. Ferrey, Now Curator—Special Relic Building Advocated

Lansing, Mich.
Special Correspondence

THOSE appreciative of the picturesque and significant history of Michigan from the time of the undisputed days of the Indians, through the period of French occupancy and of English pioneer settlement and building unite in giving high appreciation to the indefatigable and discriminating service of Mrs. Marie B. Ferrey, curator of the State Pioneer and Historical Museum.

The greater portion of her life has been devoted to building up the collection. It is generally acknowledged that had her labor of love not been performed, much of the collection might now be beyond possibility of assembling.

Mrs. Ferrey began her work of collecting material when, comparatively a young woman, she began gathering in an unused portion of the fourth story of the Capitol objects of close association with the history of the State.

Indian Lore Exhibit

On one occasion, when in Washington, she sought the curator of the Smithsonian Institution and asked his advice as how best to carry on her work. After hearing what she had done and of the facilities at her disposal, he turned to her and said, "Madam, I cannot tell you anything about how to gather a historical collection."

The museum contains a large collection of articles of Indian make. The collection of arrow- and spearheads, head work, basketry, and articles of similar nature is so complete that it illustrates the handicraft of every known tribe which once inhabited Michigan.

There is also much material calling to thought the French occupancy. Perhaps of outstanding importance in this connection is a chair made from the wood of the first Government house erected in Michigan by Cadillac, the first white Governor of the region.

The museum is particularly rich in a great wealth of material which the English-speaking pioneers either brought with them or else made in a rude way when they began the settlement of the territory. Styles of clothing, worn by people since the work of establishing civilization in Michigan was begun, are on display.

In this collection is the clothing of both men and women who were celebrities in by-gone and all but forgotten days. Furniture and household appliances made by the pioneers when they began the conquest of the wilderness give picturesque exemplification of the initiative of those early folks. One alcove of the museum is furnished with bed, trundle-bed and numerous other articles showing what a settler's cabin was like.

Dolls of Many Nations

One of the exhibits in which Mrs. Ferrey takes particular pride is a collection of dolls made by foreign-speaking women of Michigan, each dressed after the fashion of the people from which the maker of the doll originated.

The collection of dishes and similar wear is very complete and among these objects are some of extremely high value as rated by collectors. It is hoped that at no distant day there may be a state building for the housing of this collection. It is now quartered in a room of the State Office Building. One of the earliest stage coaches operated in Michigan makes serious inroads on the space available.

In recent years Mrs. Ferrey has begun the collection of objects owned in the past by governors of Michigan. Some highly interesting relics have been furnished from these sources. Appropriations by the Legislature for building up the collection have been meager, but there is a growing disposition to provide funds for continuance of the work.

"BLUE SKY" LAW WAS SUCCESS IN SAFEGUARDING INVESTORS

By HEZEKIAH N. DUFF
Chairman, Michigan Securities Commission

Lansing, Mich.

MICHIGAN has had real success with its present "Blue Sky" law. It is not perfect, for the reason that in security laws everybody is still pioneering. Yet the Michigan law has shown what a comprehensive statute can do.

The measure became operative in 1923. For seven years prior to that time a similar law had been enforced. That statute was passed in 1916, before the World War, and consequently could not cope successfully with promotion conditions after the war, which were revolutionized just as was every other channel of human endeavor.

Capitalization of the Government's Liberty Loan bond campaign by high pressure promoters and stock salesmen brought about a condition that had to be faced, and Michigan met it with the present law, which at the time of its passage went further than any statute of like intent in the country. It not only followed the security which was sold, but it followed the salesman, or broker, or dealer who sold it. In this respect and in the control which it contains over such salesmen and dealers the law seemed radical, but its operation has shown the wisdom of this particular legislative step.

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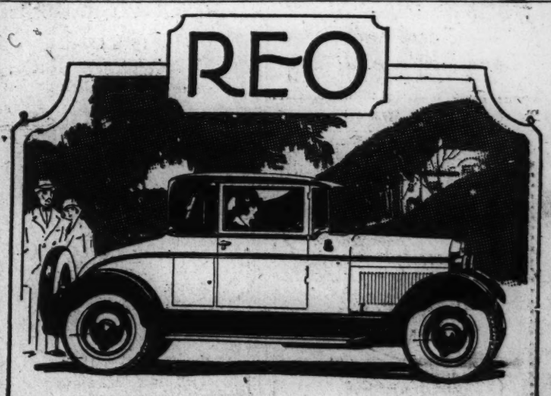
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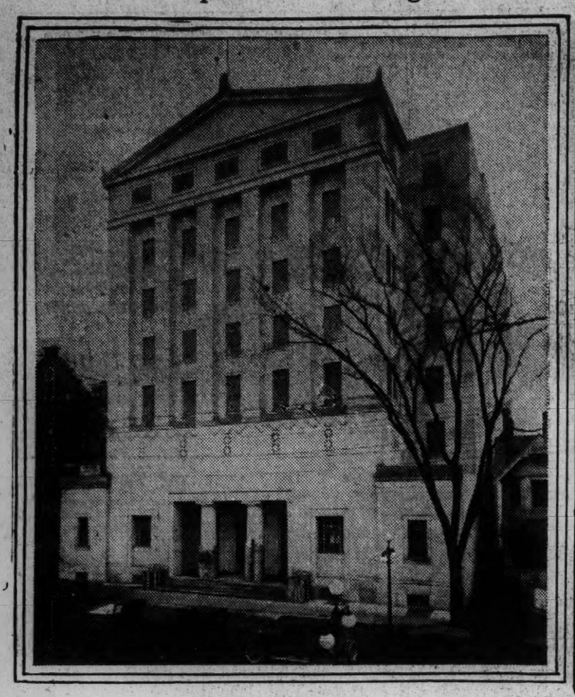
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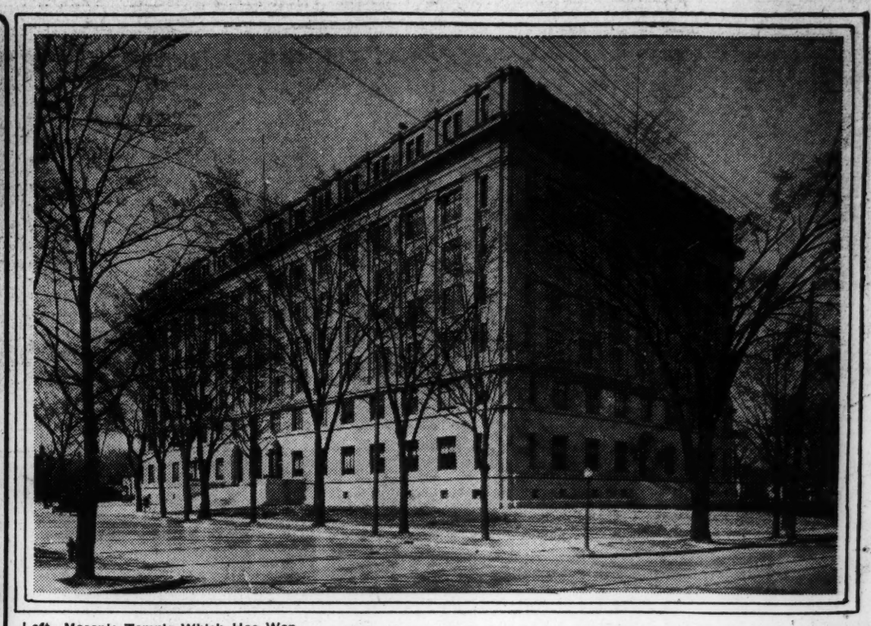
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Three Spots in Lansing Well Known to Every Citizen—Center View Proves That Capital City Folk Recognize What Recreation Means to Youth







Left—Masonic Temple Which Has Won Wide Note. Center—Swimming Pool in Moore's Park. Right—State Office Building (Photo by R. C. Leavenworth).

Lansing Famous as Automobile City in Industry's Early Days

Old Curved-Dash Oldsmobile Gave City Its First Fame —Founded 79 Years Ago, the Capital Now Is Flourishing Community

Lansing, Mich.
Special Correspondence

LANSING, capital of the State of Michigan and an industrial city with a world market for its products, was legislated a unit—similarly with the Nation's capital at Washington. Founded in a wilderness just 79 years ago, to meet legislative exigencies, today it is a progressive community of 85,000 population with diversified industries whose annual production has a value of approximately $180,000,000.

The capitol site at Lansing was designated by the Legislature of 1847, sitting at Detroit. A commission came into the forests of Ingham County that spring, and when the Legislature of the following year was ready to assemble, a new state house, a private official residence and hotels and some dwellings were ready for them. The first legislative session opened at Lansing in a great stove-heated building framed from material of the surrounding forest, Jan. 3, 1848.

Previously there had been no hint of a town. Trees were felled to provide the site for the first capitol. Jackson, 40 miles to the southward, was the nearest place of consequence. There was a sawmill and a little group of houses at what is now called North Lansing, but that little settlement can hardly be said to negative the assertion that Lansing was established in a wilderness as the seat of the State Government.

Originally Town of Michigan

The city was first designated as the Town of Michigan. The commission laid it out as such. But the name proved impractical. The new town was located in the township of the same name which had been founded by a few scattered settlers a few years before. The name settlers had brought from New York State with them. They came from the east shore of Seneca Lake, where the name had been originally bestowed honoring Chancellor John Lansing, Revolutionary soldier, jurist, lawmaker and at one time Mayor of Albany.

The new community from the first began to grow into a trading center, serving a pioneer population that was fast settling the adjacent free Government lands. As soon as the Legislature had designated the site of the new capitol, enterprising dealers packed their goods and brought them by ox teams, as they brought their families, to the new place. Stores were built at once. Before long to this primitive capital and wilderness trading center some industrial life came to be added.

By 1850 there were six sawmills, nine blacksmiths, brick makers, carriage and wagon makers, cooper shops and flour mills, and boot and shoe makers. It was not until about 1870, however, that Lansing received an industry, the making of agricultural implements, that it could be said that the place had a manufacturing concern with other than a local market.

The capital does not date its importance as an industrial city from 1870. It long continued a rather secluded and unimportant place, with only such population as those gathered for the administration of the State Government, some merchandising and some manufacturing could give. The location of the city had brought also the State School for the Blind and the State Industrial School for Boys.

City Lagged for Years

As late as 1890 Lansing had attained to only approximately 20,000. There was not much paving, housing was rather shabby, and the present capitol, which had been built to replace the first wooden state building, on completion in 1879, rose like a giant among pygmies. Though Lansing attained legal status as a city in 1859, it was, however, at the beginning of the present century in reality but a village.

In 1900 there were built here and marketed in a wide way 1400 automobiles. And then "the Merry Oldsmobile" made the first strike of popular fancy. The curved-dash Oldsmobile runabout was to be seen in nearly every city and abroad. By 1906 there hung alongside the railroad tracks, on a quite imposing factory building, the sign, "The Largest Automobile Factory in the World," and it was. Lansing made the first wide commercial success of the automobile; and the first wide commercial automobile success in turn made Lansing.

One characteristic of Lansing's growth is that it drew its new inhabitants almost wholly from the surrounding countryside and villages. The section round about had been populated by people of colonial stock, largely derived from New York State and New England. It is the second generation of this racial stock which has been drawn in to build up the present industrial population. The foreign population is at a minimum for an industrial city of its size and what there is is being more and more brought into close articulation with the life of the city as a whole.

Has Many Fine Buildings

The capitol is no longer the most striking landmark. An imposing city hall, a federal building, a new and thoroughly modern hotel, the Prudden Auditorium, gift to the city, seating 2700, fraternal buildings, including the new $1,000,000 Masonic Temple, nearly completed, churches and industrial plants of impressive style and proportion lift the city far above the village aspect of 25 years ago. Home ownership steadily increases, and not a year has gone by in the last half decade that an important addition to the business section of the city has not been made.

An outstanding feature of the municipal and industrial aspects of the city is the power installation owned by the city. The major significance of the three power plants of the city, one of them thoroughly modern, is the supplying of power to practically every industry in the city. The largest factories of Lansing put their power dependence in the municipal supply. It has become the settled policy of the city that industrial power shall be municipally supplied. A $1,000,000 power addition to the present already large installation is to be made this season.

In other respects the municipal government is leading to better things. Alfred Doughty, Mayor, is sponsoring an amendment to the city charter whereunder systematic and regular additions to the paving of the city may be made each season.

The city has already begun arrangements looking to no distant time when there shall be a disposal plant for its sewage.

Lansing is served by four railroads. These give both east and west and north and south lines, the latter connecting with the important transcontinental roads of the country.

To Have Air Field

In co-operation with the State, a landing field for airplanes has been designated to serve soon, it is expected, in a commercial air service. Intramural transportation is by a system of electric cars and metal busses, the latter working tributary to the trolley cars. Three main paved trunkline highways enter the city. There are also three electric interurban lines.

The parks of the city are large and well placed for service to the people of the entire city. Upward of 50 acres have just been designated for park purposes adjacent to the paved way connecting with Detroit. This new park area will extend to the outstandingly fine campus setting of Michigan State College and so enhance the beauties of the college. This new park area will also preserve to the city the banks of the picturesque Cedar River. The park management is energetic and progressive.

The school population is served by 23 grade schools, three junior high schools, while a new high school building and another junior high school are in immediate prospect. The school system articulates closely with Michigan State College just at the eastern border of the city, and counted well within the community, and with the University of Michigan at Ann Arbor, some 50 miles away. Church colleges and normal schools are within easy access.

Beside the State Capitol completed in 1879, the State now has in addition a sightly and commodious office building completed four years ago. It has a city block for its site and rises seven stories. Architecturally, the building of limestone exterior is of the best type of public buildings.

LANSING'S $4,500,000 SCHOOL PLANT BUILT WITHOUT DEBT

By J. W. SEXTON
Superintendent of Public Schools

Lansing, Mich.

LANSING has been under the necessity of developing a public school system to correspond with its industrial growth. Of the 17,802 children and adults who have been enrolled in the public schools this year, 14,425 have been in the regular full-time day school, 381 in the part-time continuation school, and 2996 in the free public evening school.

Statistics show that the enrollment in the regular day school of Lansing has grown 110 per cent in the past 10 years. The problem of purchasing sites, constructing and remodeling buildings, purchasing equipment, and employing additional teachers, has been constantly before the Board of Education. Of the 24 school buildings valued at something over $4,500,000, more than half, including three large junior high schools, have been built during the past 10 years. Many of the others have been extensively enlarged and remodeled in the meantime. Thus it will be seen that the school plant in Lansing is practically new.

Notwithstanding the rapid growth of the city and school population, which has necessitated a rapid extension of the school plant, the Board of Education has so conducted its financial affairs as to keep the city free from bonded indebtedness for educational purposes. The $4,500,000 worth of buildings and sites belong absolutely to the people.

For a city to provide for the rapid growth in school enrollment that Lansing has had without bonded indebtedness and with a reasonable tax rate at the same time, is exceptional. This situation has been commented upon favorably throughout the State and has been mentioned in magazines that have a national circulation.

We in Lansing believe that the educational work of the school system has kept pace with its physical and financial progress. We appreciate the fact that the efficiency of a school system is not measured by its buildings, its equipment, its tax rate, its bonded indebtedness or lack of bonded indebtedness, but by the kind of training it is giving to its children.

Since 1920 Lansing has built three junior high schools which are now housing approximately 3000 pupils. The course of study for the seventh, eighth and ninth grades has been completely revised according to the junior high school standards.

The Lansing High School was one of the pioneers in certain phases of industrial education. Fourteen years ago there was established the industrial co-operative course. This is a course for boys in which one week is spent in school and the following week in the plants or shops learning the practical phases of a trade under the actual working conditions There are approximately 200 boys on this course. They are divided into two shifts, one group being in school and the other in the plants and shops each week.

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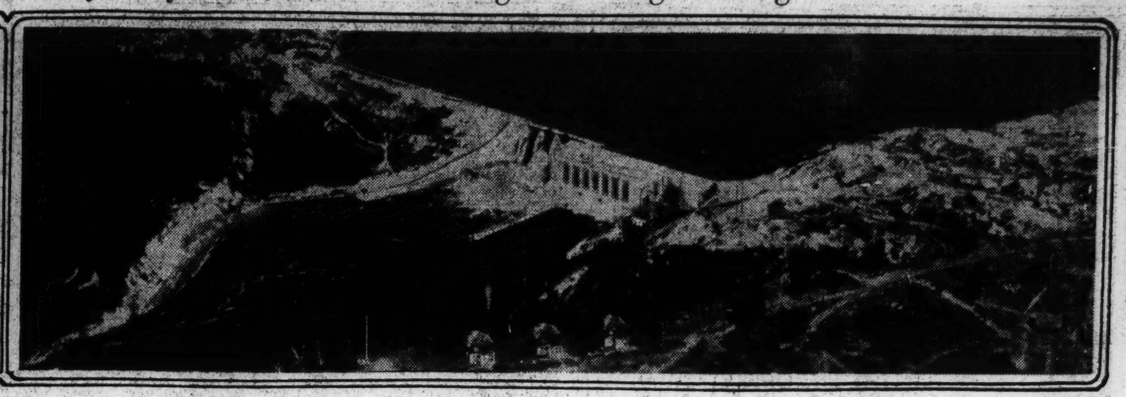
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Croton Dam on Left and Junction Dam, Right, Are Two of the Many Projects Which Give Michigan Its High Rating in Power





MICHIGAN IS SIXTH STATE IN ELECTRIC DEVELOPMENT

Consumes 10,000,000 Kilowatt Hours Daily, the Burden of Load Being Supplied by Fuel-Burning Stations

Ann Arbor, Mich.
Special Correspondence

MICHIGAN stands sixth among the states in electric development. Every working day the factories, homes, stores, railways and farms consume 10,000,000 kilowatt hours of electricity. Almost one-third of this is supplied by rivers, large and small, most of them sending their energy into wires connected with others of higher voltage which comprise a super-power network of 4600 miles, reaching hundreds of cities and villages, farms and summer resorts. Each year sees more hydroelectric plants go into service. One company alone put eight units into operation on its system, ranging in capacity from 200 to 18,000 kilowatts, in 12 months.

Michigan has 14 hydroelectric plants with capacities in excess of 6000 kilowatts. They are at Alcona, Berrien Springs, Brule, Cooke, Croton, Edenville, Five Channels, Foots, Hodenpyl, Ingalls, Junction, Rogers, Sault Ste. Marie and Twin Falls. There are more than a score of others of smaller capacity which produce large blocks of power that add materially to the total output. The Huron River development with its six stations represents an example of construction which makes the available water supply perform at maximum efficiency.

Rely on Fuel Burning Stations

The burden of the power and light load in Michigan rests on fuel-burning stations, and as the demand for electric energy increases, the percentage provided by the State's rivers compared with the total required will become progressively smaller. In April, 1924, when the total energy required by Michigan was 7,467,000 kilowatt-hours a day, the hydroelectric stations, making the most of the high river levels, daily preduced 2,617,000 kilowatt-hours, or 35 per cent of the total energy consumed. In October, 1925, when the State set a new record in the use of electric energy of 9,359,000 kilowatt-hours a day, hydroelectric plants produced 2,058,000 kilowatt-hours daily, only 21.9 per cent of the energy required.

Michigan developed 304,520 horsepower of hydroelectric energy, according to the United States Geological Survey's report dated March, 1925. This included every water power plant of 100 horsepower capacity or more, constructed by power companies, municipalities and manufacturing enterprises, comprising 3.04 per cent of the total developed power in the United States.

The same study is responsible for the statement that there is 168,000 potential horsepower which might be available 90 per cent of the time, and an additional quantity at present undeveloped to bring the total to 274,000 which could be depended upon only 50 per cent of the time. Wisconsin is the only State in the central West with a greater development of hydroelectricity than Michigan.

Much Remains Undeveloped

Today in every part of the State, the tourist encounters the tower lines which trail from the cities of industrial lower Michigan for miles into the less populous counties, where the rivers have their sources. From the Au Sable, Manistee, Tittabawasse, Huron, Thunder Bay, Black, Muskegon, St. Joseph, Grand and Menominee and many other rivers, comes the flow of current which at its destination lights cities, drives street cars, makes automobiles, cans the products of the finest orchards, and brings comfort to 1,000,000 families.

Electric power is playing an important role in Michigan's tourist development. Summer resorts are growing up everywhere and electric service is being extended to render them service. On the way to the water fronts these lines supply energy to the farms.

DETROIT'S TRADE IN FOREIGN FIELD BECOMES MORE ACTIVE

Detroit, Mich.
Special Correspondence

DUE to foreign shipments of American cars, motorbusses, and trucks, of which about 65 per cent are supplied in the Detroit territory, manufacturers of this city have been stimulated in building up a large export business.

Detroit's interest in world trade was signalized when a committee from this city in attendance at the recent convention of the National Foreign Trade Council proved successful in winning the 1927 meeting for Detroit. This, it is anticipated, will provide means for a larger number of Detroit and Michigan business men to familiarize themselves with the possibilities for developing foreign commerce. Although practically 70 per cent of the exports from Detroit and Michigan, which amounted to $250,000,000 last year, are in automotive products, a large volume of foreign trade is developing in agricultural implements, tractors, pharmaceutical products, heavy chemicals, internal combustion engines, furniture, oil stoves, copper products and adding and calculating machines.

In the automotive industry motor busses and trucks have shown a 20 per cent increase in export trade thus far this year over the corresponding period of last year. This is a larger increase than attained by passenger automobile manufacturers and is attributed largely to establishment of facilities for supplying Detroit-made trucks and busses in countries having vital need for these classes of motor vehicles, to a far greater extent than the passenger cars.

The outlook for Detroit's participation in world commerce is further brightened because the city's dream of becoming a transatlantic port has finally come true. The Lane Line has established regular sailings from Detroit to Antwerp, London, Copenhagen and North Channel ports. Trips are made from Detroit to Antwerp and London in from 20 to 22 days, which is said to average as well as the transit time for shipments via railroad to New York and thence to the same ports by water.

A saving of an average approximating 15 per cent is being effected, as against the combined rail and ocean rate by way of Atlantic ports, it is reported. During the forthcoming summer season it is planned to have three or four boats of this line loading at Detroit each month.

In addition the Ford Motor Company has instituted the operation of its own fleet of ocean-going vessels to carry manufactured automobile parts to the plants of the company in foreign countries. This move was taken following operations in South American and coastal trade with two small ships, the Oneida and Onondaga. A nucleus of the Ford fleet has been provided with the purchase of the East Indian.

Michigan Women Win Eminent Place in Business of World

Great Asset Was in Being Product of Old-Time Home, Where Industry and Honesty Bred Sterling Character

By MISS LENA LAKE FORREST
Honorary President, National Federation of Business and Professional Women

Detroit, Mich.

THERE are two great factors making for the success of a woman in the business world, the background of the right kind of a home and the right kind of a school.

The pioneer business woman in Michigan ofttimes did not have a college education but she had the great asset of coming out of the old-fashioned home where honesty and integrity had been drilled into her very soul and where all the activities of her entire family centered around the home, where books were vital living things, where friendship was sacred, and over all was a great spiritual consciousness, and money was never the standard of things worth while.

I have sometimes felt as I have watched the steady progress of the Michigan business and professional women that the early environment of our State had much to do with the courage and hardiness of purpose which they have shown. Michigan with its vast forests of towering pines and Great Lakes having within their depths the potential power of great waterways could not fail to have its effect.

Race of Hardy Pioneers

The men and women of the early days of Michigan were a hardy race, so it's not surprising that here and there a far-visioned woman foresaw, and ofttimes foretold, the coming changes in economic conditions. So quietly did these pioneer women do their work that the world at large did not realize how rapidly women were forging to the front, both in business and the professions; she had cleared the tangled underwood of old traditions and old prejudices, and when the war came, it was found that the business and professional women of Michigan were solidly organized, ready to take their share in winning the war.

It was this spirit of Michigan and the background of one of these pioneer homes that gave Dr. Anna Howard Shaw her inspiration and courage to work in the suffrage cause. Michigan gave to our Nation Alice Freeman Palmer with her new vision of women in the educational field. It has given Dr. Caroline Bartley Crane to the spiritual field as one of the greatest nationally and internationally known women in the pulpit.

Michigan Women Active

Today a canvass of the business and professional women of Michigan would find women as superintendents of hospitals, executive heads of large corporations. The secretary and treasurer of one of the largest underground construction companies in the world is a Michigan woman. The export department of one of our large paint and varnish companies is presided over by a woman. An officer and managing head of one of the greatest lighting organizations in the United States is a woman.

A Michigan woman is the owner and manager of one of the largest advertising agencies in the middle West. The consulting engineer of a large heating corporation is a woman. The University of Michigan has recognized the necessity of three full-fledged woman professors on its staff. A woman may be found sitting as judge. Women serving the various cities as county clerks and county treasurers show that women fit in even political programs. Michigan has its women who are builders and contractors, women who buy the farms and subdivide and with their own sales force sell their own property.

Michigan women have made a very definite place in the insurance field, founding a business upon the lives of business women with large financial returns.

Women Win Special Honor

It was a pioneer with good business foresight that made possible the now famous Merrill-Palmer School,



Keystone
MRS. LENA LAKE FORREST

and in a recent magazine article which gave the names of the 10 biggest business women in the United States, to Michigan fell the honor of having two of that number as native-born Michigan women.

A Michigan woman, Mrs. Emma A. Fox, is considered the greatest authority on parliamentary usage, Michigan also boasts of a woman who owns and manages her own theater.

The ability of the conscientious woman in business has been recognized in Michigan, and while these pioneer business women have had their own individual success, they have not forgotten the young women who are to follow them. They realize that these young women must bring a new vision and new assets if they are to hold the position in the business world that has been made for them, and so a new standard of educational background is believed to be vital, and not only is the standard being made, but provisions through scholarships are being maintained by the business and professional women, making possible this better preparation.

Must Look Forward

The thinking business woman realizes that at the present time it is not so much the opening of new fields for women as it is stabilizing and training for leaders in the occupations already open to women. The future business woman must be strong of body, keen and wholesome in her thinking, womanly in every attribute, gentle, kindly, always understanding, trained to see the problem and to work it through to the end.

We must see to it that the future business woman is so well equipped for the world's demands that future generations will not see her as a problem, but as a great business asset in our national life.



Reo Puts Back Into Your Pocket, Money That Others Wear Out On the Road



On the far trails, as on city streets, Reo's Split-Second Steering turns its balloon tires fast and surely when close quarters demand quick action.

Depreciation is the largest single item in the cost of owning a motor car.

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But some day, every car is re-sold or traded in, and the difference between its original cost and resale value represents the expense of *depreciation . . . the largest single item of motor car expense.*

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Here Are the Facts

Take the present-day prices of models of the same type and of about the same original price built in the years 1920, 1921, 1922, 1923 and 1924, averaged for the entire United States.

That's fair because it bases used car values on the average car and not on picked cars that may have received extraordinary care or been maintained at excessive cost.

Consider the three cars in Reo's price class whose average re-sale value most nearly represents as much of the original price remaining after years of use as remains in a Reo. Lump all the years together to get a composite picture . . . that saves your time.

Ever try to follow a Reo all day long? Come in and find out why Reo can maintain such high average road speed hour after hour after hour.



And the Figures

The percentage of original value remaining in this average Reo is 29.04% higher than the average of that left in the other three cars.

Car by car, over this period, the Reo percentage of original value remaining is 137.65% of that of one car; 108.25% of another; 141.22% of the third.

That means far higher re-sale prices. A Reo puts back into the pockets of its owner, money that others wear out on the road.

And these, of all the cars in its price class, most nearly equal Reo in saving to their owners, part of the largest single expense of owning an automobile.



Split-Second Braking, Split-Second Steering PLUS Standard Control and Standard Gear Shift on the New and Improved Reo.

Come In and See the New Reo

Examine for yourself, the construction that defeats depreciation, that makes a Reo last longer and cost less than other cars.

Then, too, it's very good looking and most comfortable to drive.

See it . . . Then try it out for yourself.

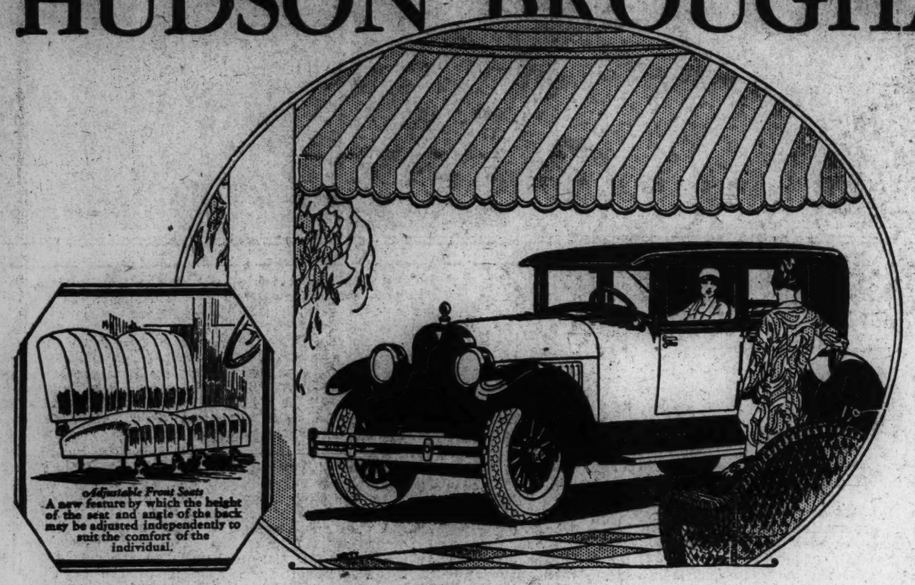
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This favorite Hudson combines the attractions of an even more beautiful and comfortable body with the finest Super-Six chassis ever built.

Hudson alone has the resources, and the output to produce this custom built quality at a quantity price. The body is all aluminum, and is built by masters who have been famous in the craft for generations. They now specialize exclusively in fine bodies for Hudson. Seating comfort that will gratify every driver is provided in the front companion seats, independently adjustable to any height and any back angle desired.

Through the patented Super-Six principle, Hudson has held mechanical supremacy for eleven years. Its success is simply the knowledge of buyers that it represents the utmost in automobile value—in masterful performance, riding ease, reliability and pride of ownership. It accounts for more than 800,000 cars built on the Super-Six principle and the fact that owners everywhere call Hudson the "World's Greatest Value."

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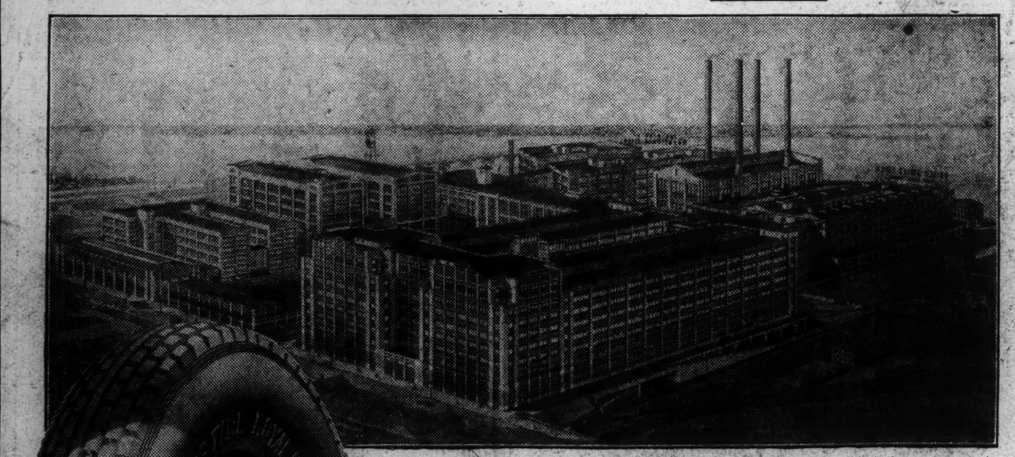
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UNITED STATES TIRES ARE GOOD TIRES



The Morgan & Wright Plant of the United States Rubber Company at Detroit

How Michigan's Industrial Growth Has Justified the Foresight Which Built this Great Tire Factory

At the beginning of the twentieth century, the United States Rubber Company was convinced that Michigan was going to become the great automobile manufacturing center of America.

This foresight led the Company to make plans for a factory in Detroit which would be able to meet the demands of this growing industry for high quality tires.

As a result, the Morgan & Wright plant was built in 1905—a factory which has kept pace with the great development which has since taken place.

Today, this factory is one of the largest tire plants in America. It covers 21 acres of ground and contains 2,550,000 square feet of floor space or 58½ acres.

Here, United States Rubber Company engineers have worked out some of the most outstanding advancements in the tire industry—advancements which have established a position of leadership for United States Tires.

United States Rubber Company
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We Employ Methods that Protect our Clients' Interests and assure them of Quick and Satisfactory Profits

We install city improvements, thereby making building and development possible.

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DETROIT IN 1794

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Then & Now

Kalel Forster photo

Detroit's Remarkable Growth Based on Its Location and Civic Enterprise

By JOHN W. SMITH, *Mayor of Detroit*

Detroit, Mich.

THE story of Detroit is the story of progress. Its growth of the last 10 years has been nothing short of phenomenal, and it has been steady, persistent, wholesome; its prosperity not founded on temporary conditions from which there must come a recession, but based on its strategic position as a distributing and manufacturing center, coupled with a far-seeing citizenry that builds for the future. The importance of Detroit's geographical position was first recognized by its founder, Antoine Laumet de la Mothe Cadillac, who in 1701 settled on this spot with 100 of his followers. Even before his time a sizable Indian community was located here, and the urgency of establishing a fort here had been presented a few years previously to the British Government by Robert Livingstone, secretary of the Board of Indian Commissioners in New York. Cadillac pointed out to the French Government the importance of the fur trade and the possession of the Northwest.

Expansion and building go on unabated. In 1925 a total of 93,541 deeds were filed, 78,568 mortgages were filed, 624 new plats recorded, 41,892 building permits were issued covering construction valued at $180,132,528. The value of dwellings constructed last year was $104,422,579, to house 26,684 families.

Detroit is a city of home owners; likewise, it is a city of apartments and apartment hotels, some of which are among the finest in the world.

The fourth city of the Nation in population, it is third in assessed valuation. Next

(Continued on Page 2G Column 5)

Detroit From Earliest Times Played Prominent Part Making Automobile What It Is Today

City Had Basic Essentials—Foundries, Machine Shops and Men Willing to Back Their Judgment—Result Shows in 25-Year History

By a Staff Correspondent

Detroit, Mich., May 14

THE sensation of the New York Automobile Show of 1905 was the side tonneau entrance. Previous to that date motorists had to mount their "horseless carriages" from an entrance in the rear. The "innovation," as the newspapers of 1905 called it, saved passengers from alighting in the mud by permitting them to step from the car to the street curb. Nothing like this "startling alteration" had been heard of—in 1905.

Descriptions in 1905 of that same automobile show announced that many of the European cars were equipped "with a device known as a magneto." This, it was explained, was "an electric generator driven by the engine."

About the same time the following news item appeared in the New York Tribune:

"Paul Miller, a French chauffeur, was arrested last night at 110th Street and Fifth Avenue, on the charge of speeding at the rate of 16 miles an hour."

Engine Goes Up Front

Looking back only two score years at the motor industry of that time, one discovers the rapidity with which it has developed. In 1905 some 21,000 automobiles were being built annually. In 1905 some genius had just decided to put the engine up in front, instead of under the middle. In 1905 the smaller cars carried dry cells for their battery; most drives were by side chains (though a "new fangled" driving shaft was being introduced) and lights were supplied by oil and acetylene. Demountable rims were just being heard of (just as the balloon tires were being heard of a year or so ago) and the average life of a tire was only 2000 miles! To get at your engine, you had to climb under the car, because the engine usually was under the seat; and to change your tires you had to pry them off the flange by hand—and then pump them up by hand. To get up a steep hill in 1905 the thing to do was to turn around and back up. If a chauffeur didn't have an extra can of gasoline in back he was also apt to be out of luck, for garages in those days were as rare as hard roads, and "filling stations" hadn't been invented.

Difference in Two Decades

Twenty years after that 1905 automobile show—in 1925—the following conditions existed in the Republic of the United States: garages and good roads were everywhere, and the horse practically displaced; 20,000,000 cars in use, the cost of which to the American people was $16,000,000,000. The total operating expense of this incomprehensibly large motor fleet a year was something like $5,000,000,000!

This has been the story of the progress of the automobile from 1905 to 1926. But crude as now seem the developments of 1905 they were in those days, in fact, far more advanced than during the pioneer years. In a period approximating the decade antedating 1905 the engineers of Lansing, Detroit and other Michigan cities really laid the foundations for the successful motorcar.

The industry which was to center in Detroit and make it the third largest industrial area in the United States started in this city in 1894, when Charles B. King drove the first successful car through the streets. Henry Ford brought out his first car in 1896. Mr. Ford obtained financial assistance and the Detroit Automobile Company was organized. It proved short lived, and in 1902 was reorganized, becoming the Cadillac Motor Company.

A year later the Packard Motor Company was formed and in that year Mr. Ford organized his own company with the modest output of 672 cars of Model E. If anyone at the remote date visualized that some day the Ford plants would have capacity of 2,000,000 cars a year it was that quiet Detroit engineer who had once run a bicycle shop. For Mr. Ford was following his own vision.

Modern automobile executives attribute the centering of the industry in this city to several reasons. In the first place, Detroit was already the center of foundry and machine shop products before the automobile was heard of. Michigan as a state had long been active in the manufacture of carriages, wagons and wheels. Then there were bankers and investors in Detroit with a pioneering spirit and sufficient vision to risk their money in what many people thought risky speculation. And finally there were engineers in the inventive end of the game—men like Henry Ford, David Buick, Elwood Haynes of Kokomo, J. D. Maxwell and R. E. Olds—who had the confidence, the audacity and the brains to start the great snowball of the automobile industry rolling down the hill of time.

The First "Cooler"

In the spring of 1902, it is recorded, R. E. Olds, accompanied by J. D. Maxwell, came into the office of Benjamin Briscoe, head of the Briscoe Manufacturing Company, since 1888 engaged in sheet metal work. They had with them a sample of what they said was "a 'cooler' for the Olds Runabout." Mr. Briscoe knew something about the horseless carriage, but he testifies that "I did not at that time recognize it as a part of an automobile. It looked to me like an antiquated band instrument."

This was, however, the very first "cooler" (as it was then called) made for the famous Olds curved dash "runabout," which was about the first successful model of the popular-priced automobile. Mr. Briscoe got orders to manufacture 4400 of these "band instruments" with other additional sheet metal work for the machine. The Olds Motor Company had been established in 1900 and was the first automobile manufacturing concern, present day executives declare, to turn out cars, making 418 the first year. Its "curved dash runabout" model was its great success.

Apprehension in 1905

And so the American automobile industry was born, and grew and grew until in the 1905 New York show, previously referred to, the newspaper writers of the time announced in awed tones that the year previous 20,000 cars had been made, in some cases with guaranteed speed of "45 miles per hour!"

Close to many a manufacturer was the question of how long this "immense" outpouring of cars could continue. Prices were high. People gravely wagged their heads about the "saturation point" having been reached though it took two decades more to invent the phrase. In a score of states laws were in effect requiring motorists to pull to the side and halt when they met horses and carriages—which was often.

By 1909 Detroit was sixth city in rank of value of products, and ninth in population. The automobile industry was firmly entrenched.

Today Greater Detroit including Hamtramck where Dodge cars are made, and Highland Park, where the Ford factory is located, ranks third industrially. In 1925 some 3,348,000 automobiles were manufactured in the city, with a value of about $2,670,750,000.

"The motor industry centered in Detroit and Michigan," Roy D. Chapin, head of the Hudson Motor Company, explained to a representative of The Christian Science Monitor, "because in the first place there were the brains here of such men as Ford, Olds, King and others who could design automobiles that could run. Secondly, because there were pioneers willing to take a chance and back the untried machines with their money. And finally the city had been an industrial center before the automobile, and after business was established, a great group of skilled workers in the metal industry centered here. Furthermore the specialized parts makers have now made this their gathering place, permanently establishing the city's position."

Headlights, "Front Glass," and Top Were Automobile Extras in 1905

HERE were some of the prices charged for the "horseless carriages" of the 1905 New York Automobile Show, at a time when tires ran only 2000 miles and "magneto" was just being added to the motorist's vocabulary:

Make	Style	Engine	Type	Wheelbase	*Price
Buick	2 cylinder	22 h.p.	touring car	85 in.	$1200
Locomobile	4 cylinder	40 h.p.	runabout	110 in.	8000
Oldsmobile	1 cylinder	7 h.p.	touring car	66 in.	650
Packard	4 cylinder	28 h.p.	touring car	106 in.	3500
Studebaker	2 cylinder	15 h.p.	touring car	82 in.	1350
Thomas	6 cylinder	60 h.p.	touring car	120 in.	7000
Mercedes (imported)		40 h.p.			12,065

*Does not include the top, the "front glass" (windshield), or the acetylene headlights.

MICHIGAN'S LARGEST VILLAGE IS FERNDALE

Is Growing Neighbor of Detroit—Population 14,000

FERNDALE, Mich.—Eight years ago farm lands, brush and swamp. Today the largest village in Michigan, with a population of nearly 14,000. This is the story of Ferndale, a growing neighbor of Detroit, which has been given a remarkable impetus by that city's expansion.

When the village was incorporated in 1918 it had a population estimated at 500. Woodward avenue, a great arterial highway into Detroit, which ran through it, was a dirt road.

Since that time, 16 miles of pavement have been constructed, and the village at present has an area of 2½ square miles. Its streets, exclusive of Woodward avenue, total nearly 50 miles in length. Last year its treasurer handled a total of $1,800,000.

Although geographically a suburb of Detroit, practically no sentiment for annexation is reported. There is, however, a general feeling that the village status has been outgrown, and that Ferndale should soon become a city.

DETROIT HOLDS OLDEST AND NEW

Fort Built by Cadillac Marks Front Street—Indian Days Recalled

By DR. MILO M. QUAIFE
Editor, Burton Historical Collection of the Detroit Public Library

Detroit, Mich.

PRESENT-DAY Detroit presents to the world the phenomenon of being at once the oldest and the newest city of America west of the Alleghenies. Newest in the sense that here industrial processes are keyed to a pitch of mass production, population is increasing, and farmlands are being metamorphosed into city subdivisions on a scale unsurpassed; oldest in the sense that here the community life stretches back in unbroken sequence for 2¼ centuries, and everywhere in modern Detroit—in the social life, the location and names of the streets, and in the titles to every parcel of real estate, the influence of centuries far in the past is plainly manifest.

Take the matter of land titles and city streets. Until almost the close of the eighteenth century feudal law—the Custom of Paris, first codified in 1510 and extended over New France by decree of Louis XIV in 1664—was operative. Under its operation land grants at Detroit were made on the basis of feudal tenure.

Access to the water was deemed essential, and so the "ribbon" farms of the French period, two or three arpents on the river front and 40 arpents deep (an arpent was about 193 feet) grew up. These grants were confirmed to their holders by the British and the American Governments in turn, and today many of the city's famous streets (Cass Avenue and Brush Street, for example) signify the ancient dividing line between the feudal grants.

Walled Fort Built in 1701

The old French town was crowded within a limited area on the river front, centering about the foot of Woodward Avenue. Here Cadillac built his walled fort in 1701, and around it the settlement developed. Northward from the river (at Detroit, Canada is south of the United States) the land rises considerably, and when during the Revolution the British authorities were expecting the advent of an American army under George Rogers Clark, they realized that with his cannon planted on the elevation north of town they would be at his mercy.

To forestall such a development they hastily began the erection of a new fort on the elevation in question, connecting it with the existing town by two converging lines of palisades. The fort thus erected gave name to modern Fort Street, the financial center of Detroit.

On the site of the British fort stands the Detroit Post Office, and a tablet in the wall beside its main entrance calls attention to the fact that on this spot in July, 1796, the Revolutionary War, begun 20 years earlier, really ended. Fort Street itself leads westward in the direction of Toledo, closely paralleling the old river road which was (and is) the oldest highway in Michigan; it bisects the west side of Detroit, where perhaps the most striking industrial development in the world is being carried out, and where for miles to westward and northward the farms have been platted as city lots to provide homes for the inpouring tide of workers.

The authorities have formally decreed that ancient Fort Street shall become a super highway, 204 feet in width, to accommodate the tide of traffic which shortly will be flowing over it.

Traveling westward a few miles, one comes upon what is designed to be the greatest electrical power plant in the world, still in process of construction; a little beyond, at the roadside, is seen a small inclosure containing two huge cannon of old-time pattern. Pausing to read the inscription, one learns that here in the summer of 1812 was fought the battle of Brownstown, in which an American force endeavoring to maintain connections between the army at Detroit and its seat of supplies in Ohio was waylaid and put to rout by an Indian band led by the great Tecumseh.

These are but suggestions, offered more or less at random, of the city's historic past. Detroit was for a century a French settlement, and the French families, like the French names, still persist. As recently as 1860 an intelligent French traveler who was touring America reported that in the market place at Detroit, resorted to chiefly by rural dwellers, the French language prevailed, spoken with a decided Norman accent, and he even fancied that the men's cloaks and the style of the headdress worn by the women were such "as commonly are seen on the banks of the lower Seine."

Campus Martius and Grand Circus

More modern is the terminology of such centers as the Campus Martius and the Grand Circus, places marked out and named by a classical-loving American citizen as recently as 1806. To him has been given an imperishable monument in the name of Woodward Avenue, which is to Detroit more than State Street is to Chicago or Fifth Avenue to New York. If we turn eastward from Woodward out Jefferson Avenue we are again surrounded by monuments of the past. Close by, the arcestor of the Earl of Craven had his shop a century and a quarter ago.

Farther on we come to the University Club, formerly the residence of Senator McMillan. To make room for it he tore down some 50 years since an humbler dwelling where lived in 1849 and 1850 an humble army captain by the name of Grant. Less than 20 years later he was President of the United States, having commanded, meantime, armies larger than any other then known to authentic history.

East Jefferson Avenue closely parallels the ancient French river front road, along which on a summer night of 1763 an English army advanced intent on surprising the camp of Pontiac, whose "conspiracy" against the whites affected 1000 miles of frontier. On the scene of this conflict stands today the largest stove factory in the world.

At beautiful Belle Isle, Detroit's river front park, we are again treading on the foundations of the past, for Belle Isle in the French period was a common, even as was Boston's Common of the same period. Over the protests of the citizens a British commandant converted the island to private ownership in 1768, whence by a process too long to recite here it ultimately came back into public ownership.

Our journey out Jefferson Avenue ends, so far as the incorporated city is concerned, at Grosse Pointe, preserving forever in its name the memory of the seventeenth century founders of Detroit.

Detroit's Remarkable Growth Is Based on Civic Enterprise

(Continued from Page 1G)

to Los Angeles and Baltimore, the city's tax rate is the lowest among the Nation's 10 largest cities. It is the third city in public school enrollment. In three years Detroit's bank clearings have increased $3,074,480,323, and its bank deposits have increased $41,274,000.

Aside from its commercial interests, Detroit is a city with an appreciation of the æsthetic things in life. Its churches and schools, public, parochial and private, are among the finest, and the world's educators come here to observe and learn. Detroit has a beautiful island park, Belle Isle, and the River Rouge Park, a natural playground of 1200 acres, has wide fame.

Library Cost $2,800,000

Detroit has a magnificent new public library which cost $2,800,000, and 20 branch libraries, with a total of 650,000 volumes. Opposite the main public library on Woodward Avenue, a new Institute of Arts Building is nearing completion, to cost $2,000,000, the whole forming a notable center of arts and letters. The art institute's buyers comb the markets of the world for valuable additions and collections.

Detroit has nearly 500 churches. It has the University of Detroit, College of the City of Detroit, and other educational institutions. It has the Detroit Symphony Orchestra and a $350,000 symphony concert hall. Detroit's symphony and its bands give public open air concerts each day during summer months, in the city's parks, municipally-endowed.

Detroit has its own municipally-owned street railway system, an investment of $40,000,000, which is more than self-supporting. It has motorbus lines serving every nook and corner of the city, both publicly and privately owned. Detroit is planning its subway rapid transit system. It has broad streets and avenues, miles of boulevards, and a network of super-highways, linking the city with the state and national highways. It has the greatest water filtration plant in the world, and its water system is municipally owned and operated. Its sewer system is extensive, and in its furtherance during the coming year, Detroit will spend $13,000,000.

A great inland waterway flows past the city, bearing on its surface an enormous tonnage.

A Page of History

The growth of Detroit forms one of the most interesting pages in the history of American cities. From the beginning of the era of automobile manufacturing, this city has been the center of this great industry, and today, Detroit manufactures 85 per cent of the passenger cars made in the United States, and is the largest producer of motor trucks.

While the development of the automobile business has been most largely responsible for Detroit's attaining the rank of fourth city in the United States, this city has a diversity of industry. It leads the world in soda and salt products. It has vast stove works and shipbuilding yards, a great copper and brass sheet mill, the largest tire manufactory, and many other industries of commanding rank.



JOHN W. SMITH
Mayor of Detroit.

The past year has seen the coming of another industry to Detroit, here to make its permanent home: the manufacture of airplanes. Several great factories are now engaged in this, or in the manufacture of airplane motors. Henry Ford has entered this new field, and has already built a number of airplanes now engaged in carrying the United States mails, or in fast, through freight-carrying service.

Extensive Water Frontage

Alive to this future, Detroit is now engaged in condemning a site for a large municipal flying field on the banks of the Detroit River, where land planes or sea planes may alight or take off. The Ford industries have their own flying field, and several of the automobile manufacturing industries, branching into the field of aeronautics, have their own flying fields.

Detroit has 16.65 miles of waterfrontage on the Detroit River, and 10 miles on the River Rouge. It has 51 parks and 3185 acres in parks and boulevards. It has 59 playgrounds, totaling 213 acres, with an annual playground attendance of 7,557,487, and a playground program for the establishment of 47 additional recreational centers.

There are more than 3500 manufactories, in normal times, paying Detroit's 425,000 workers more than $2,250,000 a day. There are 229,000 telephones within the city limits, and 227,178 users of gas and 336,831 electricity consumers. Detroit's 200 hotels represent an investment of $75,000,000.

From a city of 49 square miles and 671,000 people, in 1916, Detroit has grown in 10 years to 140 square miles, with more than 1,500,000 people within her borders. It is planning for 2,000,000 in 1930.

Detroit's assessed valuation in 1916 was $548,943,950; in 1926, $3,000,000,000, and in 1925 the value of manufactured products was more than $2,500,000,000. Employment has steadily increased, so that the number of wage earners today is the greatest in the city's history, with every prospect that Detroit is to see in 1926 the greatest of all its years.

Its Future Development

Detroit has charted a clear course for the future. A year ago I had the pleasure of appointing a special finance committee, consisting of five of the city's leaders in finance and industry, who spent months in an intimate study of Detroit's future needs. They have planned for a city of 3,000,000 to 5,000,000 people, and planned well, so that Detroit, during the 10-year period for which they planned, may spend well and wisely in furthering its public improvements.

Special traffic and sanitation committees have studied the city's needs in these respects. To various committees and commissions I have had the honor to name many of the city's industrial leaders, who give unstintingly of their time in careful transaction of the public's business. Detroit is a city that is keenly alive to its present and future, in the planning and preparation for which its citizens take active interest.

Detroit is proud of its manufactories, its department stores and mercantile houses, its splendid hotels, clubhouses, office buildings and auditoriums, its parks and playgrounds, its municipal golf courses, and the many resorts within easy reach of the city. Detroit is proud of the State of which it is a part.

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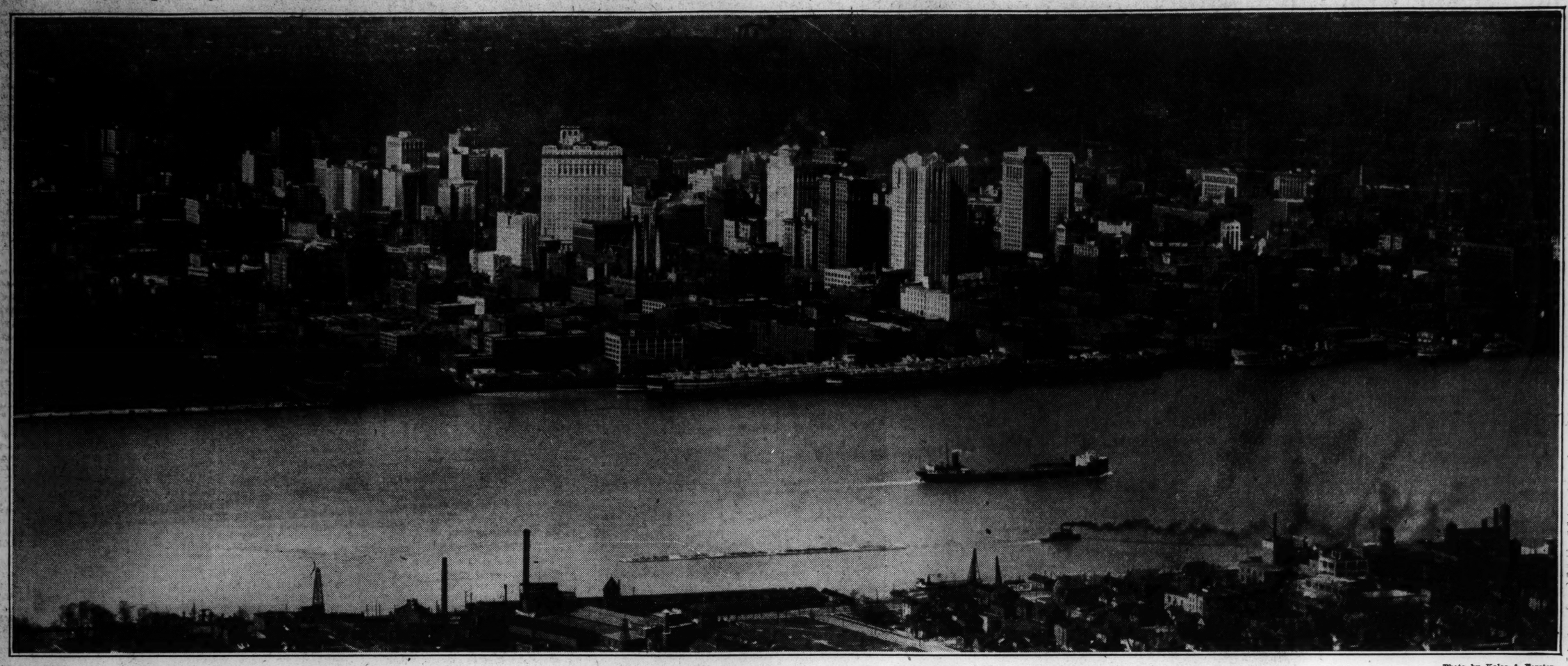


Photo by Kalec & Forster

DETROIT'S SUPER-HIGHWAY PLAN WILL OPEN LARGE TERRITORY

Project Contemplates a 15-Mile Circle About the City Involving a Network of Roads to Facilitate Promotion of Rapid Transit

Detroit, Mich.
Special Correspondence

A PLAN for superhighways and interior thoroughfares in and about Detroit has been developed through a co-operative study undertaken by the Rapid Transit Commission, aided by a committee consisting of the Detroit City Plan Commission, county road commissioners and adjacent municipal authorities. The plan has opened the way for related municipal and county authorities to concentrate street opening and widening expenditures along routes of undeniable benefit to the entire metropolitan area.

The basis of the suburban portion of this master plan has been to gird the area extending from the 6 to 15-mile circles with radial, east and west and north and south superhighway routes approximately three miles apart. Beyond this outer limit the State of Michigan is extending the radial and trunk line roads to the adjoining towns and cities. As a result, several cities 25 to 30 miles away will have continuous 204-foot double-track superhighways making direct connection between these cities and the Detroit system itself.

This means that any section may develop through the use of the automobile, the motorbus and street car up to a condition where train operated rapid transit is required and is ultimately provided along the superhighways at approximately $2,000,000 per mile less than underground construction. Since in between the superhighways the mile section line roads have been standardized at 120 feet, the half-mile or quarter section roads at 86 feet and the residence streets at 60 feet, further possibilities for expansion of transportation have been provided. In line with these widening provisions every 120-foot section line has a potential housing capacity of four rapid transit tracks underground as against two underground tracks for the 86-foot half-mile roads. In addition when these possibilities are exhausted the untouched sub-surface space in the 204-foot superhighways has been made available for the laying of eight rapid transit tracks through the proper adjustment of stations. The so-called Detroit system in this master plan comprises 217 miles, with 186 miles outside of the city in Wayne, Oakland and Macomb Counties and 31 miles within Detroit's city limits.

The needs for defensive planning of this kind are based upon the stages of growth of Detroit within the past 25 years. In 1900 this city covered 37 square miles with a population of a little over 250,000, while at present almost four times its former area is covered with more than five times the population. Over 100 square miles of what was village or farm land 25 years ago are now within the Detroit city limits.

An example of the efficacy of future planning of this kind has been furnished in the establishment of Grand Boulevard, which was dedicated to public use by a group of citizens 42 years ago. Today this 11.4 miles of right of way passes through Detroit's center of population, and on a spot that was then the undeveloped limits of this city stands the General Motors Building, one of the largest structures in the world.

In the increasingly large development of automobile use in Detroit, which is estimated as placing 1000 more motor vehicles upon its streets each Saturday night than there were the preceding week, the most apparent need for comprehensive measures, as worked out under the master plan, has been provided. The scope of its widespread requirements have been further emphasized from the fact that Michigan has added 130,000 motor vehicles annually for the past three years.

Aside from these considerations involving individual transportation, provisions have been made in this plan for collective transportation needs of the future consisting of street car and motorbus lines upon the street surfaces and trains operating above or below the streets and on exclusive rights of way. Collective rail transportation has been arranged for five miles for street cars; 10 miles for local service rapid transit and 15 miles for express rapid transit. The accessible territory in each of these three areas has been estimated at 39, 157 and 353 square miles respectively, all of which are within travel time of 45 minutes.

The master plan is being accomplished through acceptance of plats conforming to the generally determined roadway widths, dedications of land by private property associations along routes in which they are particularly interested, and by acquisition of right of way with later improvements. In the development of city thoroughfares the setting back of building lines and condemnation proceedings are being used in furtherance of this plan.

To accomplish these results in a business-like and orderly fashion a charter amendment was passed at the last general election whereby the Common Council is permitted to create improvement districts, to condemn property other than that required for widening of streets and to generally exercise the rights of a proprietor in transactions of this kind. In a nutshell this amendment gives the city the right to condemn cheap property in the rear of business frontage, to exchange such property for the frontage required, so that buildings may be moved back upon this new property, alley and lot lines readjusted and the original owners left with the same size property on the widened street that they originally had upon the narrower one. The financing of these condemnation cases will be paid for on the basis of approximately two-thirds against the benefited property in an assessment district running back on each side of the thoroughfare widened and one-third upon the city at large. State superhighway projects are financed entirely out of motor vehicle fees and by means of special legislation for this purpose.

While designed primarily as combination rapid transit and surface vehicle routes, the uses of these superhighways are not entirely confined to these developments. This is evidenced in the development of Woodward Avenue, Detroit's main thoroughfare, extending as far as the adjoining city of Pontiac, which upon the completion of work now well under way will consist of two 45-foot concrete roadways with two interurban tracks in the central park strip. Likewise Michigan Avenue, one of Detroit's downtown streets, marking the beginning of the principal highway to Chicago and the west, will have two interurban tracks in the center, but will utilize the old 18-foot roadway for one-way traffic on one side, while a new 27-foot concrete highway will be established on the other side. One of the outlying routes, the Stephenson superhighway, has two car tracks in the center and will begin with one-way 20-foot concrete strips on each side with future additions working toward the center.

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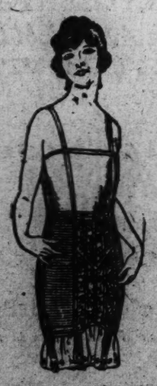
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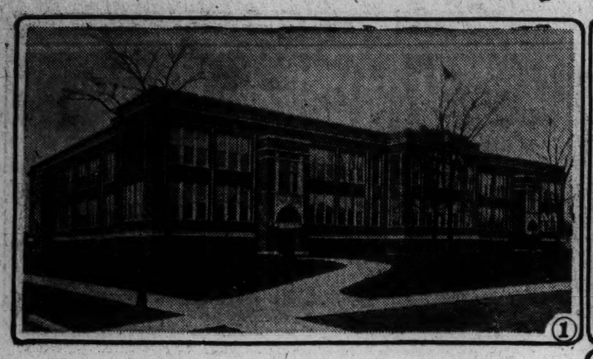
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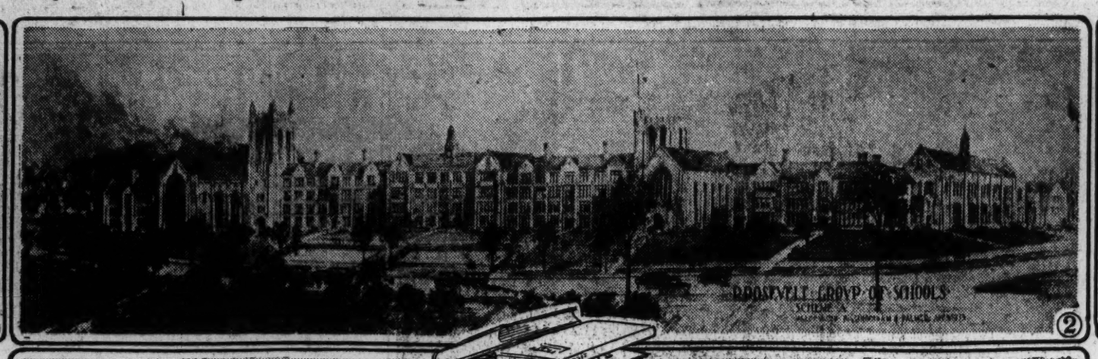


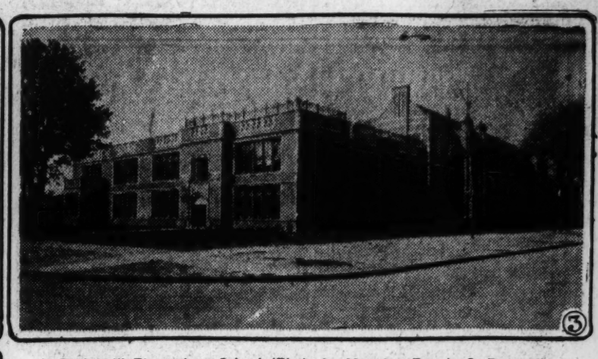
The above is a setting in one of the ten model rooms in the Home Decoration Department, showing an Italian treatment for a hallway.

The Advisory Bureau of Home Decoration
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If you require an entire scheme of interior decoration for your new home, or advice on Furniture, Draperies or Rugs for your present home—consult our Advisory Bureau. This service is maintained without charge to help home-makers solve any difficulties that they may have in securing a harmonious arrangement in their home decorations. Our experts in this department are ready to advise you on any subject you may wish. Let them show you what can be done to make your home the Home Beautiful!
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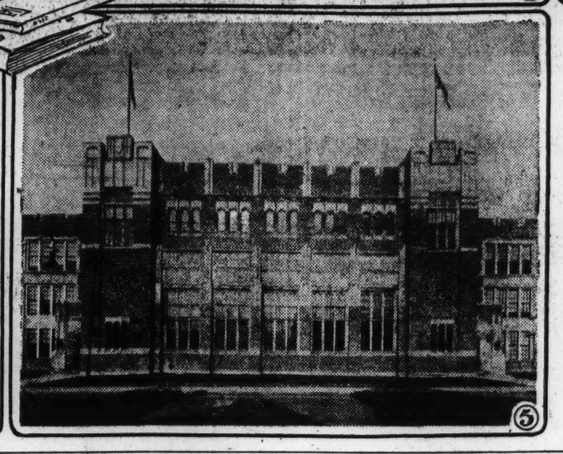
Several Convincing Proofs That Prosperous and Progressive Detroit Does Not Spare Dollars to Care for Its Scholars











1—Pattengill Elementary School (Photo by Manning Bros.); 2—Roosevelt School Project; Malcomson, Higginbotham & Palmer, Architects; 3—Duffield Elementary School; 4—Cass Technical High School (Photo by Manning Bros.); 5—Jefferson Intermediate School (Photo by Manning Bros.).

Detroit School System Looks to Real Needs of Individual

Undertakes to Provide in Largest Measure for Development of Latent Possibilities in Each Student

By CHARLES L. SPAIN
Deputy Superintendent of Schools

Detroit, Mich.

DETROIT'S public-school program, in all its varied aspects, has underlying it a clearly defined social philosophy. It undertakes to provide in the largest measure possible for the development of the potential powers of every individual and at the same time recognizes that the purposes of education are only partially realized if the individual is not made socially efficient. Efforts toward individualization as well as socialization are reflected in almost every activity of the Detroit schools.

In the elementary platoon schools pupils spend one-half of the day in home rooms where the three R's are taught. Here pupils are grouped according to ability. Here each pupil is provided with individualized material which permits him to teach himself to spell, to write, and to manipulate figures; to measure and record his own progress, and to proceed at his own rate. The other half of the day is devoted to socialized activities in gymnasium, play, library, auditorium, literature, science, music, art, and industrial arts.

Specialization of Individual

The intermediate or junior high school provides ability groups and differentiated courses for those who are to enter high school or college literary courses, and for those who look forward to work in the Cass Technical High School or in the High School of Commerce. The socialization of the individual proceeds through pupil participation in clubs, and various extra-curriculum activities, organized group games, and dramatics and musical productions in the auditorium.

In the 11 comprehensive high schools the same principles control, while in the Cass Technical High and High School of Commerce there is specialized work for those who must make a short cut to industrial or commercial life. Detroit also has a fully developed arts college, a teachers' college, a college of medicine and surgery, and a college of pharmacy under the control of the board of education and administered as units of the public school system.

The careers of individuals are guarded as far as may be by a vocational guidance and placement bureau, and by counselors in high schools, intermediate schools, and grammar schools whose function it is to study individuals and help them to find a place either in life activities or in high schools. Interclass and inter-school athletics are highly developed and the elementary and intermediate schools hold an annual field day at Belle Isle Park in which several thousand children participate.

In attempting to provide housing and physical equipment to care for the tremendous growth in population, Detroit is confronted by a serious problem. During the last five years there has been an increase of 35.9 per cent in school membership. The school membership in November, 1925, was 16,293 pupils in excess of the membership in November, 1924. Each year Detroit must provide for a school population equal to a city as large as Saginaw, Mich.

Instruction Comes First

During the year 1924-1925, of the entire amount allowed for maintaining the Detroit schools, 83 per cent was spent for instruction, 11 per cent for operating the school plant, 2.4 per cent for maintaining the school plant, and 2.3 per cent for administration of the entire system.

Since 1919 the Board of Education has provided through new school buildings and additions to existing buildings a gross capacity of 69,300. Of this capacity 66.3 per cent was for elementary grades, 15.9 per cent for intermediate grades, 10.2 for high schools, and 7.6 per cent for special classes.

Since July, 1925, contracts have been let for school buildings having a gross capacity of 8300. The 1926-1927 budget makes provision for construction which if allowed will provide an additional capacity of over 14,000.

Detroit is developing on a 40-acre tract known as Roosevelt Field a complete educational center. The entire group when completed will comprise an elementary school, an intermediate school, a high school, a teachers' college, and a college of liberal arts. The elementary school is already completed and the high school is approaching completion.

In this group of schools it will be possible under the most favorable conditions to exemplify every phase of modern education as carried on in a progressive school system. The buildings are all so arranged as to be available as observation and practice schools in connection with the training of teachers in the teachers' college.

Conduct of School Libraries

The Detroit system has a completely organized program for the conduct of school libraries. A majority of the elementary platoon schools, as well as the intermediate and high schools, have school libraries under the general direction of one head. The program has been worked out in co-operation with the authorities of the Detroit Public Library. Those in charge of libraries are not only qualified as teachers but through special training are also qualified as librarians. The teachers' college offers courses for those who wish to specialize in library work.

WOMEN'S CLUB OWNS ITS HOME

Detroit Organization Has Membership of Over 6000, Still Growing

Detroit, Mich.
Special Correspondence

THE Women's City Club of Detroit has 6000 members, a non-resident roster of 300, and a waiting list of 1500. It is housed in its own home of seven stories in the center of the business and shopping district. Its investment represents over $900,000. Such is the record of less than 10 years, for the club was founded in 1919.

"The club is a living evidence of the place women have achieved in the world and of their righteous activity and "eedom," as one member puts it.

Many groups of women, doing many kinds of social, civic, political, patriotic, welfare and other kinds of work, in no way connected with the regular program or activities of the City Club itself, are meeting daily in the spacious clubhouse and using it as a center from which to conduct their operations.

The club was the result of volunteer work on the part of nine women who made a survey of successful down-town clubs for women in other cities. They chose 24 directors on the original board of 33. It is a striking fact that all who were elected on the original board accepted the invitation to help organize and build up this organization.

The club started actually with 1000 members, but with a potential membership of 3000. It soon had a home of its own, a rented store-building. By the third annual meeting the board had decided that if a real estate company wished to build for it, the women might better assume all responsibility themselves, increase their membership, and own their own home.

By the fifth anniversary of the first open meeting of members the club had a membership of 5000 and a long waiting list. It had also a charming new clubhouse with café, cafeteria, lounge, library and committee rooms, auditorium, swimming pool, commodious offices for its staff, and 40 resident rooms, with bath, nearly all of which are permanently rented to members. All this, except the pool, is above the first two floors, which are used by shops and stores. The clubhouse is an ideal expression of good taste on the part of women who feel not only the thrill of pride in their accomplishment, but who add to this a deep sense of responsibility in developing and broadening the club's activities.

Masonic Bodies in Michigan Continue Constructive Work

By ARTHUR J. FOX
Grand Master of Masons in Michigan

Almont, Mich.

MASONRY in this grand jurisdiction is enjoying a healthy growth, and the work of the lodges has made an impression in every community that insures continued prosperity.

There is a very decided effort on the part of all members to keep in view the ancient landmarks which seemingly were neglected in the stress of war time.

Our numerical progress has been proportionate to the time and activities of the lodges. Our great concern is not so much in numbers but in the implanting of the precepts of Masonry, the making of real Masons and not merely members; the building of the fundamentals of manhood and development in all men of those cardinal virtues which will give them the mastery of themselves and the ability to serve their fellow men in a brotherly way.

This grand jurisdiction has not enjoyed, as some others have, the help of district deputies, but now, as the State has been divided into districts, with a personal representative of the Grand Master appointed therein, we hope to have a working force that will place us on the same basis as our sister jurisdictions.

The Masonic Home, with its 100 guests, and the handling of our outside relief work, occupies a large place in the work of the Board of Control of the home, and we feel that too much cannot be done for dependent brothers.

Other bodies are likewise doing a great work. These include the Chapter, the Order of De Molay for Boys, the Commandery, and the Shrine.

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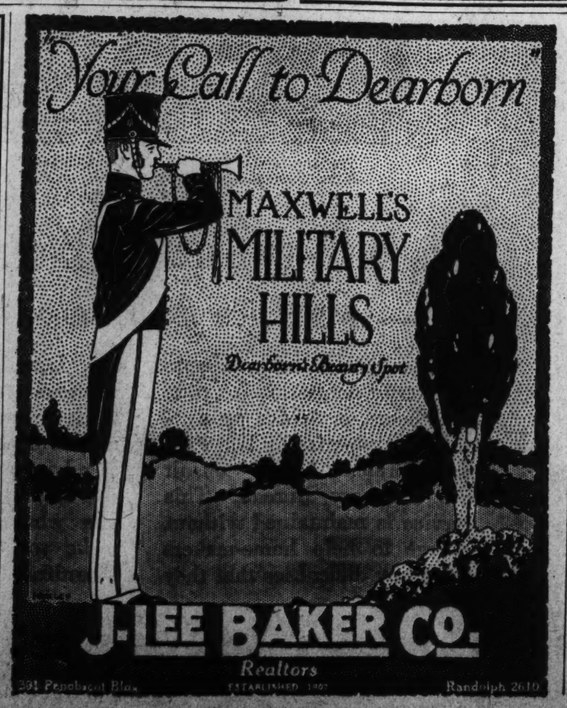
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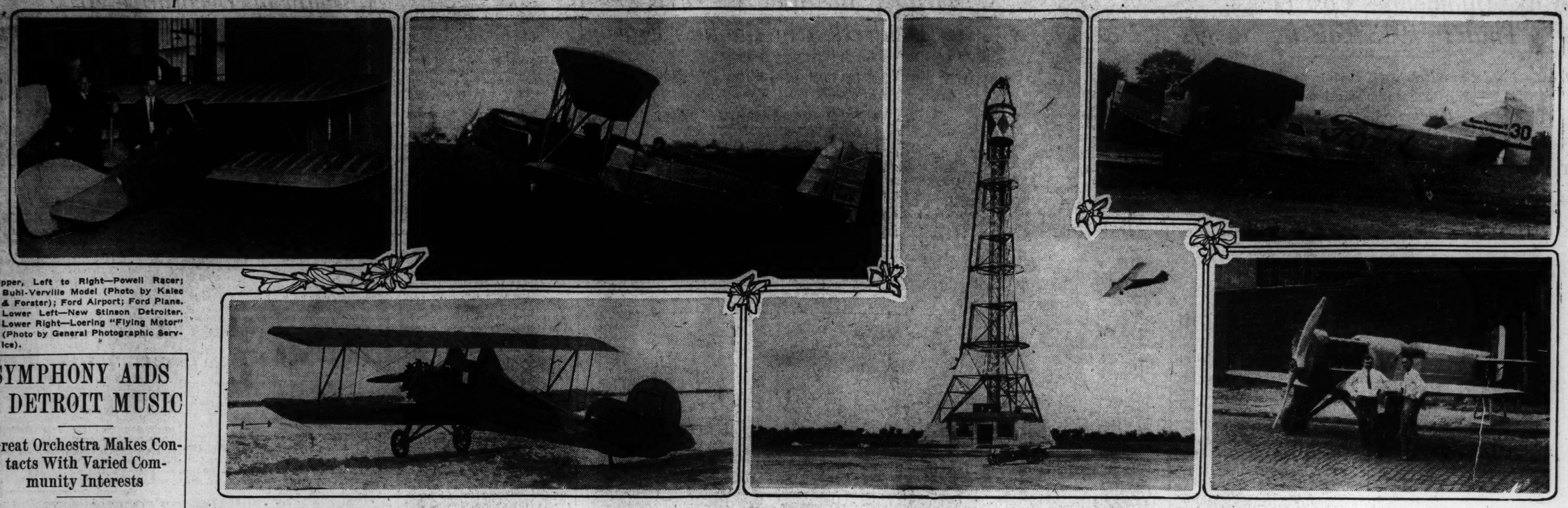




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Detroit Rapidly Taking the Lead as Aviation Center—Many Models for Passenger and Commercial Use Already in Quantity Production



Upper, Left to Right—Powell Racer; Buhl-Verville Model (Photo by Kalec & Forster); Ford Airport; Ford Plane. Lower Left—New Stinson Detroiter. Lower Right—Loering "Flying Motor" (Photo by General Photographic Service).

SYMPHONY AIDS DETROIT MUSIC

Great Orchestra Makes Contacts With Varied Community Interests

By EDITH RHETTS
Educational Director of Detroit Symphony Society

Detroit, Mich.

IT IS a source of great pride that the Detroit Symphony Orchestra is at home in Michigan. This splendid orchestra and its illustrious conductor, Ossip Gabrilowitsch, are well known nationally for their musical excellence.

The rise of orchestras in the United States during the past generation has been a musical phenomenon.

Detroit's orchestra is one of the youngest and one of the foremost of its kind in the world. It was organized in a very modest fashion back in 1914, with Weston Gales as conductor. For four years it led a more or less precarious existence, when in the fall of 1918 the directors secured the services of Ossip Gabrilowitsch as conductor. His first year was so successful that during the summer of 1919 the people of Detroit built Orchestra Hall for the orchestra. Surely it is one of the loveliest buildings of its kind in the United States, with splendid acoustic properties.

Great care has been observed in building up the various sections of the orchestra. Among its 84 members are many distinguished musicians, known throughout the world of music.

Victor Kolar, then assistant to Walter Damrosch, was among the musicians Mr. Gabrilowitsch gathered about him. Since his coming here he has won the admiration of a host of Detroit music lovers through his beautiful Sunday afternoon programs at "Pop" prices and his sincere interest in concerts for school children, and the young people's series, all of which he now conducts. He was a strong advocate and conductor of the free open air summer concerts for the people of Detroit on Belle Isle last summer. These concerts (six weeks) were financed by the city of Detroit.

The Symphony Choir is another "conviction" of Mr. Gabrilowitsch's. It is composed of 200 members who meet for weekly rehearsals under Mr. Kolar and appear twice each season with the orchestra. This year they gave "The Messiah" at Christmas time, and Bach's "St. Matthew's Passion" at Easter time.

In the regular season the orchestra gives about 104 concerts, of which 73 are in Detroit, 32 (or 16 pairs of regular subscription concerts), 24 Sunday afternoons, 10 junior series (free to Detroit and Wayne County school systems which incorporate the programs into their music course of study), five young people's Saturday mornings (open to anyone young enough to wish to learn more about music) and two in connection with the choir.

The educational work, to which the Detroit Symphony Society has whole-heartedly turned its attention and resources is entirely without precedent, and therefore difficult to explain briefly. By establishing such a department at all, it placed itself in the very front ranks of civic and educational service to its city and State.

The present educational director was brought to Detroit in 1923, and assigned the very indefinite but vital task of somehow or other wedding the orchestra to community interests: a "service" department, in the language of the business world. Having been for many years a specialist in the teaching of music appreciation, or music literature in schools and colleges, and because they are the very heart of a city, the complete co-operation of the public, parochial and suburban schools was the first objective. The 10 so-called junior concerts, attended only and freely by students who have been specifically prepared on the programs in their regular school work, have long since passed the experimental stage.

Detroit Grows in Importance as Center of Airplane Industry

Automobile Plants Turning Out High-Powered Motors —Development of Airport Large Factor in Promotion of Industry—Several Air Lines Running

Detroit, Mich.
Staff Correspondence

WITH the airplane Detroit, under Capt. George H. Wilkins of the Detroit-Arctic expedition now preparing for its polar dash across the Arctic ice cap, international attention has been drawn to the fact that Detroit intends to make itself as much a center of the airplane business as it already is of the motor business. With rapid new developments, the present year is seeing what corresponds closely in the evolution of the aeronautics to the beginning of the automobile business in this city at the start of the century.

This summer, from Aug. 14 to 28, Detroit will again hold its commercial airplane reliability tour which was begun last year with far-reaching effect on the industry. The total distance to be covered this year will be 3000 miles, almost 1000 miles farther than in 1925. Some 50 airplanes are expected to take part.

Meanwhile the announcement is made that the project for a great privately owned airport is practically certain of fulfillment, due to the practical backing of leading Detroit men of affairs. The airport will have about 600 acres, including a safe seaplane harbor of 100 acres. Development plans contemplate expenditure of about $1,500,000.

Four years ago the Detroit Board of Commerce began a campaign to bring the center of the nation's aircraft industry to this city. The war had caused Ford, General Motors, Packard, Lincoln and others to turn to the manufacture of the famous Liberty engine, while the great Fisher body plant made airplanes. Following this beginning a group of Detroiters in 1922 formed the Detroit Aviation Society, brought the Pulitzer races to the city, and at the time showed that an airplane can travel well over 200 miles an hour.

A parallel exists between the state of affairs in the airplane industry today and the start of the automobile business around 1900. William B. Stout, for example, was building his all metal airplanes in 1922. Three years later came Henry Ford—who just 25 years before had been engaged in getting capital for his own early automobile models—and bought the Stout Company, and started his airliners to Chicago and Cleveland with twice daily service. Mr. Ford and Edsel Ford, who have already had the world's largest dirigible mooring mast erected at Dearborn, are personally interested in the remarkable reliability showing the new service has obtained. In a little over one year's operation the total mileage is 10 times the circumference of the globe.

Again the Packard Company, which was one of the earliest firms to make automobiles, is now taking the initiative in making airplane motors. How practical a matter this is is shown by the approval recently vouchsafed by naval officers to a new air-cooled engine, which has brought an order of some $2,500,000 to the company from the navy.

Another automobile company, the Rickenbacker, has recently produced an air-cooled engine of 60-80 horsepower, while the Ford Company is testing a new 200 horsepower air-cooled engine that will probably go into production next year.

In taking the census of aviation companies, one is struck by their growing importance. The Buhl-Verville Airplane Company, Detroit, has started building a three-passenger commercial machine. Airplanes built by Alfred V. Verville, designer of this company, have twice held the world's speed championships. Backed by the Board of Commerce, pioneers like Mr. Verville find it easier to get capital in Detroit than in less progressive cities. The Aircraft Development Corporation, Detroit, has completed its engineering work for an all-metal dirigible, to be made of duraluminum.

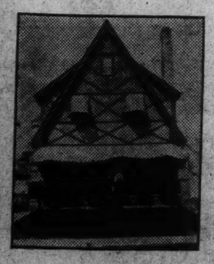
A new airplane manufacturer is Edward Stinson, who has designed and successfully tested a luxuriously appointed four-passenger "limousine" airplane with inclosed cabin.

Other developments are the purchase of a big 10-passenger Fokker airplane by the Continental Motors Company to fly between Detroit and Muskegon, starting this month, with announcement that aircraft motors will be manufactured; the use of Ford airplanes on the Florida airways, and the organization of the great National Air Transport Corporation with Howard E. Coffin of Detroit president and five other Detroiters on the directorate.

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Why Automobiles Cost Less Than in 1913 Told by Makers

Henry Ford Says He's Just Begun to Make a Cheap Car—Due to Standardization and Mass Production, They Say

Detroit, Mich.
Staff Correspondence

TEN prominent leaders in the Michigan automobile business have answered a question of interest to every manufacturer and consumer in the United States:

"How has the motor-car business managed to cut prices and improve quality since 1913, despite rising wages and increasing costs of materials that have everywhere followed the World War?"

What the American automobile business has done since 1913, the answers indicate, is practically unprecedented. It now takes $1.74 to buy the equivalent of clothing which was bought for only $1 in 1913, and it takes $2.16 to buy the same amount of furniture which was purchased for only $1 before the war. Yet in the automobile business, the average motor-car prices now, compared with those for similar cars before the war, show that 71 cents buys the equivalent of $1 spent for an automobile in 1913!

Motors Cost 25 Per Cent Less

"You can purchase a better automobile now than you could in 1913 and for 25 per cent less money," declares H. M. Jewett, president of the Paige-Detroit Company. Other executives, notably Charles Kettering, head of the General Motors Research Corporation, forecast continued and perhaps striking price reductions and improvements in the future.

The reasons advanced are the increasing employment of standardization and mass production, the effect of mechanical handling, the use of advanced automatic production machinery, the efficiency of labor, and improved methods of factory supervision.

C. D. Hastings, president of the Hupp Motor Company, said, in part:

"The automobile industry is improving the quality of its product while reducing the price of its cars by increasing efficiency, eliminating mistakes, and enlarging economies of manufacturing.

Mr. Hastings gives a concrete instance of reduction in costs through improved methods in the advent of quick-drying, lacquer finishes for motor bodies. These finishes made out of a cellulose base are used instead of the old varnishes. The use of them has saved his company from $3,000,000 to $4,000,000, Mr. Hastings explains.

The new process has cut the time required to do a paint job from 21 days to 48 hours. Savings from this source, with others accruing from improved equipment, faster machinery, and better labor organization are passed on to the public.

Uniformity of Design

W. S. Knudsen, president of the Chevrolet Company:

"Quality in manufacturing articles at low cost is nothing more or less than uniformity of design, specifications and sizes of parts. Anyone knows that articles costing but a few cents can be made of high quality, providing these three things are constantly guarded."

Alvan Macauley, president of the Packard Motor Company, said that $5,000,000 has been spent in his plant in the past year alone in improving machinery. The new machinery is frequently designed to make an industrial process continuous.

"We seek to eliminate common labor wherever possible," Mr. Macauley said, "and to replace it by machinery." As a result, he says, a higher class of workers is utilized and wages are higher. Mr. Macauley gave a concrete instance, showing how saving is made by one of these processes:

Heat treatment is given steel to remove strains and torsions within it. Formerly this was largely hand work. The Packard Company put this process on a machine basis last year and found they got a better product. The machine cost was heavy, but an economy of $41,000 was made in the first year.

Use of Conveyors a Help

Increased use of overhead conveyors in the factory has reduced delays and put the plant on a "keep moving" basis. These main artery conveyors carry every sort of load, hooked to moving fastenings overhead which go up and down and around corners, conveying the right thing to the right place at the right time in the right quantity. Variable speed controls cause the overhead belts to move from 50 to 100 feet per minute. A minimum of space is taken. A worker takes, perhaps, two minutes hammering or fitting a piece as it goes past him, and then the next is brought for similar treatment, directly to him and so on.

Martin T. Pulcher, president of the Federal Motor Truck Company:

"We are paying twice the amounts for our material and labor as in 1913. Nevertheless we have increased production to such an extent that we are marketing a better product and selling it for less. The thing that we are reducing in price is our unit costs. We can afford to pay a man twice as much, of course, if he turns out twice as many goods. If he turns out more, we make a profit. We are giving him improved machinery, improving plant designs and re-designing our product so that he can turn out more. We pay high, but ask efficient work."

L. J. Reuter, president, Olds Motor Company (Lansing, Mich.):

Big Wages, Big Production

"We get big production because our men get big wages and turn out big output. We use systems of mechanical pacemaking which bring specified numbers of goods to workers on the overhead mechanical conveyors within specified time. Production is stimulated by high hourly wages and use of machinery for the heaviest work. We do not ask our workers to work 'hard' so much as we ask them to work consistently. We give them the best tools, methods and machinery.

"Competition is so keen between automobile makers that cost savings are immediately passed on to the consumer, while competition prevents us from using anything but the most up-to-date equipment. 'Almost new' machinery is scrapped ruthlessly for 'brand new' machinery, but it must be remembered that a large part of the improved automatic machines pay for themselves, where production is big, within a year."

Roy D. Chapin, chairman, board of directors, Hudson Motor Company:

"Detroit has the highest pay rate of any city in the world. The result of pay and the piece system is that production is stimulated." Mr. Chapin pronounced the "gang bonus system" introduced in the industry a few years ago as very effective. By this system a group of workers engaged in a particular job are rated week by week against a standard basis of output. If output goes above the standard level the group receives higher pay. This makes it to the advantage of the men to cooperate, Mr. Chapin says, and they are the first to complain against shirkers put among them.

Big Production Aids Country

Lynn McNaughton, vice-president, Cadillac Motor Car Company:

"Our research work goes on constantly. We are seeking to develop the car the public wants, and to know before the public does what it wants. Last year the closed car came into new popularity because of public demand. That brought the price of closed cars down. Why? Because it is always a big demand that makes prices cheap in the standardization and mass production methods of the motorcar business. In 1905 automobile prices were high because production was small. With increased production prices are reduced. There is no knowing how far the process will continue."

Henry Ford:

"I have just begun to make a cheap car."

Detroit's Institute of Arts Held High in Public's Esteem

New Marble Structure of Italian Renaissance Type, Costing $4,000,000, Will More Adequately House Collections Now Growing Rapidly

By CLYDE H. BURROUGHS
Secretary of the Detroit Institute of Arts

Detroit, Mich.

AFTER waiting for nearly 15 years, the people of Detroit are witnessing with keen interest the completion of the new building of the Detroit Institute of Arts, which is expected toward the end of this year. The building, which faces on Woodward Avenue on an axis with the Detroit Public Library, will cost approximately $4,000,000 and the Arts Commission, which has had in charge its erection, promises a museum installation and building of outstanding rank in America.



MODEL OF NEW DETROIT INSTITUTE OF ARTS

Thanks to the foresight of a group of public-spirited men, the museum will have a central location on the main street of the city, with plenty of room for expansion. This site, consisting of two city blocks with full grown trees, was obtained in 1910 by subscription and set aside for the future needs of the museum.

About the same time, the Detroit Public Library obtained an equal amount of land opposite this piece of property for the erection of the new library building. The combined sites, comprising an area of nearly 29 acres, form a suitable park setting for these two fine structures. At that time the city had a population of less than 500,000 inhabitants and the two large city blocks were purchased for museum purposes for $216,000. In the meantime, the city has grown to a population of 1,200,000 and this property is today conservatively valued at more than $3,000,000.

Vermont Marble Selected

The architects of the building are Paul P. Cret and Zantzinger, Borie & Medary of Philadelphia. Mr. Cret was chosen as the designer of the building primarily because of the successful outcome of his Pan-America Building in Washington and the Indianapolis Public Library, both of which are admirably suited to their purpose.

In design, the Art Institute building borrows lightly from the Italian Renaissance, and in this particular as well as in the choice of Vermont marble of which it is built, it will harmonize with the Public Library.

The building is divided into three main departments; namely, the department of European art, the department of American art, and the department of Asiatic art, and each of these main groups will be arranged in a well-ordered sequence of period rooms, so that the visitor will first enter the gallery of present-day art, with which he is familiar, and will then pass successively through the earlier periods.

The exhibition area will be almost entirely on the main floor, while the ground floor will be devoted to the administrative offices and the educational activities. Under each main division of the museum will be a suite of study rooms, one for American art, under the American section, one for Asiatic art under the Asiatic section, and one for European art under the European section, and here specimens of a like kind will be assembled side by side for the student and scholar interested in a study of museum objects, the finer specimens on the main floor and the others in the study rooms, where they will be available instead of being locked away in storage.

The new building will also include a large main hall with clerestory lighting for the larger objects that cannot be properly housed in smaller rooms. There will be an indoor garden, and in the center of the European section an outdoor court of singular beauty of design, which will be made attractive with planting and out-of-door exhibits.

A large auditorium suitable in size for lectures, dramatic performances, symphony concerts and other similar events is also provided and this will be equipped with a pipe organ so that in connection with the visual arts related programs of music may be given.

The museum movement started in Detroit 40 years ago with the formation of the Detroit Museum of Art. In its early years it received from James E. Scripps a rich gift of some 80 old masters of European schools. Around this nucleus there has been a gradual growth, until in 1910 the museum had entirely occupied its present inadequate and unsuited location.

In 1919 the city of Detroit recognized the public benefits of the museum by taking it over as a municipal department and providing for the erection of the new building so long anticipated. Under city administration in the past six years the Art Institute has received a new impetus and its growth has been very rapid.

Until five years ago, the number of collectors in Detroit could have been numbered on the fingers of one hand but in a recent loan exhibition from Detroit homes held at the Art Institute there were catalogued 63 pictures of first quality and more than two dozen sculptures lent by a score of Detroiters who have been quietly obtaining masterpieces that have come into the market for the adornment of their own homes.

Growth of Private Collections

Dr. Wilhelm R. Valentiner who was called to Detroit as art director two years ago has been a great factor in this movement. People of wealth and culture have followed his leadership with something of the same confidence and fervor as they rallied to the support of the Detroit Symphony Orchestra under the leadership of Ossip Gabrilowitsch and it has resulted in laying the foundations of a number of important private collections as well as in the enrichment of the museum to a point where its supporters are optimistic of its future.

Ralph H. Booth, the young and energetic president of the museum for the last six years, has also contributed greatly to the new order, inspiring people with his enthusiasm and setting them an example by his own substantial and generous gifts.

Edsel B. Ford, the latest appointee to the Arts Commission, has shown such unusual vision in the purchases made for his own collections, and so much earnest interest in the administration and growth of the museum, that he gives promise of becoming the most substantial factor in the art development of the community.

Museum of Decorative Arts Growing Rapidly in Detroit

Sponsors Traveling Displays of Foreign Handicraft —Jury System Holds Standards High—Will Show Work of French Artisans

Detroit, Mich.
Special Correspondence

THE Detroit Society of Arts and Crafts constitutes an intimate museum of the decorative arts which exists for the double purpose of furnishing a background for the society itself and its many activities, and to demonstrate the decorative arts to the people of the city of Detroit.

Founded 19 years ago, the society enjoys a history of consistent growth and development. Housed at first in modest quarters it has gone through the usual process of evolution, from small store room to remodeled barn and finally to the occupancy of its own beautiful building at 47 Watson Street, designed and decorated by society members.

There is a large front gallery, back of which a small auditorium with stage once furnished the setting for a little theater, which won wide recognition. So great has been the demand for exhibition space, however, that the work of the society has spread into the auditorium, and even on to the stage.

Standards of the highest excellence, not only in craftsmanship but design have been rigorously maintained by a jury system and by the unyielding courage of a director who has always refused to traffic with measures of cheap or sentimental expediency.

It has never labored under the delusion that it existed to sell handicraft. It is not primarily a shop watching its sales, but a society that exists primarily to educate its own members and the public in standards of excellence and beauty in the realm of the decorative arts.

Hence its mission has been to bring to its rooms the finest examples of hand-wrought silver and jewelry, fine metal work, some textiles and embroideries, illumined manuscripts, carving, cabinet work of rare excellence and other examples of fine design in craftsmanship. Even more important than the sales activities, however, is the long list of exhibitions which the society has held from time to time since its founding 19 years ago.

It was due to the efforts of Miss Helen Plumb, director of the society, that several years ago the first exhibition of English handicraft was brought to this country to be sent on tour to a number of the leading museums and handicraft societies.

In the same way Detroiters will this summer be able to study the best work of the French craftsmen, through the exhibition which has been assembled from the Paris Exhibition of the Decorative Arts of 1925 and which is to be shown in Detroit at the society rooms.

It was Miss Plumb who suggested to Prof. Charles M. Richards, president of the American Association of Museums, the possibility and the desirability of assembling an American exhibition from the Paris Exhibition of Decorative Arts. This exhibition has already been shown in Boston, New York and Cleveland, and will be seen in Detroit at the society rooms in June.

PLAINWELL WINS PRAISE FOR BEAUTY

PLAINWELL, Mich.—Plainwell is situated between Kalamazoo and Grand Rapids on the Kalamazoo River and has 2200 population. Its leading industries are a paper mill specializing in book and mimeograph paper, one of the largest flowing mills in the State, a steel office and factory equipment plant and several other factories, including a canning factory.

Plainwell has been called "the prettiest village in Michigan," because of its well-kept homes, large lawns with beautiful flowers and shrubbery and its well-shaded streets.

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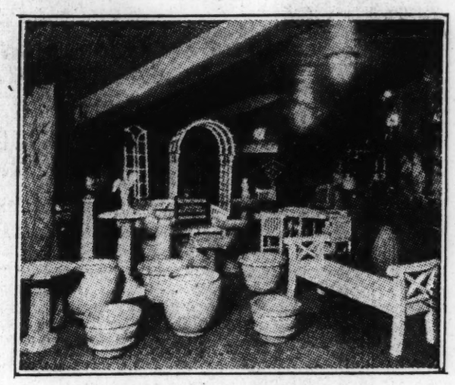
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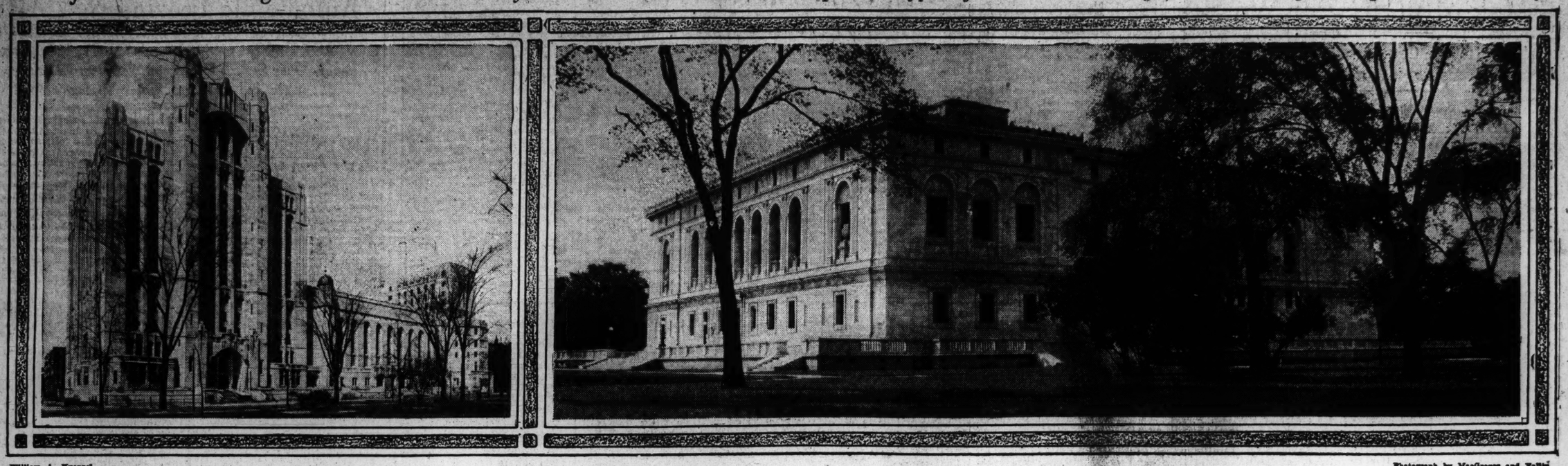


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Two of the Newer Buildings in Detroit Which Embody All That Is Finest in Their Respective Types of Architecture—Left, Masonic Temple; Right, Public Library



William A. Kuenzel — Photograph by MacGregor and Vallin

Masons of Michigan Overcame Big Odds to Establish Lodge

First Warrant Issued in 1764 But Did Not Survive Strife That Followed—After Many Handicaps Organization Got Firm Footing

By DOUGLAS D. MARTIN
Editor of Masonic News

SO SWIFTLY did the torch of Masonic light pass from hand to hand among the Brothers of the Craft in the New World that it was only 48 years after the founding of the first Grand Lodge of Michigan that the first Masonic altar was erected in the wilderness along the shores of the Great Lakes of North America.

In 1764 British troops under one Major Rodger took possession of the military post known as Detroit. A large part of this force consisted of companies of the sixtieth, or "Royal American Regiment," officered chiefly by "American gentlemen" from New York and other eastern colonies. The formation of the first Masonic lodge in this new territory seems to indicate that its warrant was obtained through the influence of these army officers. They petitioned the Provincial Grand Master of New York and the warrant was issued under date of April 27, 1764, naming officers of the sixtieth regiment as officers of a lodge. Zion was the name chosen and the name appears on the records of the Grand Lodge of England.

The position of Detroit was such that it was a natural battleground for the French, the British, the Indians, and later the American colonial troops. Under these circumstances the first Masonic lodge did not live long.

The next evidence of Masonic activity in the territory which is now the State of Michigan is found in a warrant issued by the Grand Lodge of Canada for a subordinate lodge at Detroit.

In the spring of 1806 the brethren again petitioned the Grand Lodge of New York for a charter. When this petition was filed there went with it the original charter of 1764. Once again the Grand Lodge of New York complied and under the authority of DeWitt Clinton issued a warrant for Lodge No. 1 at Detroit.

Lewis Cass Admitted

The next item of unusual interest found in the records of this early American lodge appears under date of Aug. 12, 1812. It is to the effect that Lewis Cass, Past Grand Master of Ohio, was admitted as a member.

That same year war broke out between the young Nation and the mother country and the area around the Great Lakes again became a battle ground. Zion Lodge again suspended its labors. The conflict lasted longer than had been anticipated, and by failing to meet for a period of a year, Zion's charter lapsed.

Perry's victory on Lake Erie had an immediate effect upon the situation around Detroit. The American forces soon drove the British back into Canada, and in October of 1813 General Lewis Cass entered the old post again, and raised the American flag. The victory of Perry and of General Harrison came just too late to permit Zion to meet and save its charter, and the lodge, therefore, remained dark until the end of the war.

But in 1816 the brothers met again and once more petitioned the Grand Lodge of New York for authority to proceed with their labors. Once again permission was granted, and once again Zion Lodge was given Masonic life—but this time as No. 62.

The great territory now known as "Michigan" was as yet a wilderness. In all its 150,000 square miles it had but 20,000 inhabitants. There were few settlements, and these were along the rivers and the coast. But the great flood of immigration from the East had set in, and with the coming of new blood, Detroit and Michigan began to awaken to a civic consciousness. It is noteworthy that it was not until there came to this virgin land the type of men who visioned Masonry as something broader than a single lodge, that the people began to build schools and churches, to establish newspapers and to plan a university. The year 1826, which saw all these activities under way, saw also the petition of five lodges, two in Detroit, one in Green Bay, one in Oakland, and one in Monominee, requesting the Grand Lodge of New York to recognize the Grand Lodge of Michigan under the leadership of Gov. Lewis Cass as Grand Master.

The prayer was granted and the Grand Jurisdiction of Michigan became a reality. But not for long. Once again the lights about its altars were to be extinguished, this time by the tempest engendered by what is known in history as the "Anti-Masonic" period.

In 1826 the storm which beat about the Masonic fraternity was so bitter that Grand Master Cass, following the example of many of the Grand Lodges in eastern states, called his officers about him and decided to suspend all activities until "the passions and fanaticism of men should subside."

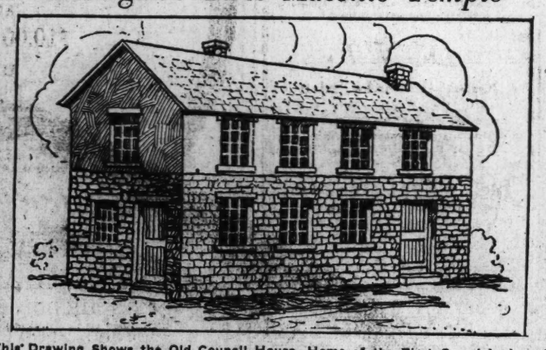
But of the nine lodges then working in Michigan there was one in which the faith of the brothers was greater than their fears. The little lodge at Stoney Creek, which was yet unwarranted and which was working under dispensation, did not openly flout the order of the Grand Master, but it failed to obey the spirit of the law. On the night of every regular communication its old tyler, Daniel Taylor, entered the lodge room and set a lighted candle in the window. If brothers came, the lodge was opened in due form. If none arrived, the old tyler remained at his post with his dog and his book, until the hour at which the lodge usually adjourned and then, snuffing the candle, he locked the door and went home. The flame of that little candle was the only Masonic light which burned in all the West during those troubled years, it is the one claim which Masonry in Michigan has to over a century of continuous service.

It was not until 1840 that an effort was made to revive the Grand Lodge of Michigan, but it was ill-advised and did not follow the lines of Masonic jurisprudence. As a result the new body was not recognized. Finally, following advice from the Grand Lodge of New York, a new Grand Lodge was organized in 1848. This Grand Lodge survives.

How well it builded is seen today in the scores of beautiful temples in which it is housed, in its 150,000 members, in its 486 lodges, its charitable work into which it pours its means with generous hands, and in the commanding position which it occupies in the life of the Commonwealth.

There are few states in which the buildings owned by the fraternity equal in size, in beauty and in value, the Masonic temples of Michigan. The latest and greatest addition is the magnificent $7,000,000 temple in Detroit. It is not only a gigantic building, it is also a beautiful one. Its great Gothic towers reach above the greenery of Cass Park and take their place in the skyline of the city. The money for its construction was raised by the gifts of the brothers of Detroit Masonry.

Michigan's First Masonic Temple



This Drawing Shows the Old Council House, Home of the First Grand Lodge of Masons in Michigan, Used Over 100 Years Ago.

DETROIT Y.M.C.A. BROADENS FIELD

$5,000,000 Expansion Is to Include More Buildings and Activity

By DR. A. G. STUDER
General Secretary, Detroit Y. M. C. A.
Detroit, Mich.

THE spring of 1926 finds Detroit's Y. M. C. A. on the threshold of expansion, on which its leaders rely to place it in the forefront of "Y's" of the United States in point of service. Outgrown facilities are to be extended enormously, to catch up with the needs of Detroit's phenomenally growing population.

The Detroit organization finds itself confronted with a situation either unknown or far less acute elsewhere. Detroit's industries, offering high wages to labor of all sorts, have lured thousands of youths to the city, where recreation and atmosphere of the sort provided by the Y. M. C. A. has, until now, been inadequate to their needs. It is in an effort to measure up to modern requirements that the association is undertaking its big expansion.

Previous to the building and expansion last May, when close to $5,500,000 was contributed by residents of the city, the association had but one modernly equipped "Y" building, located in the down-town section, and consequently did not meet the needs of boys and young men in the outlying residential and factory sections.

The campaigners asked the people of Detroit for $5,000,000 with which to erect buildings in East, Northeast, North, Northwest and West Detroit, as well as Hamtramck, a suburb around which Detroit has grown. Besides this from the money realized from the campaign would be deducted $500,000 used to erect a building for the Negro boys and young men of the city, which has been in operation for a year.

Public Library's Service Keeps Pace as Detroit Expands in Size and Needs

Detroit, Mich.
Special Correspondence

WHEN the plan of moving the main building of the Detroit public library from the down-town district to its present Woodward Avenue location, outside the "two-mile circle," was first discussed, many people felt that the use of the library in that location would not increase as it should with the city's growth. But looking back five years to the last year in the old building one finds that the registration for 1925 was almost double that of 1920 and that the circulation of books was 150,000 more than for the last year in the old building. Nevertheless, library officials believe there is still a great need for an adequate building in the down-town district to serve the people in the large business section of the city.

The main building, costing well over $3,000,000, with the site, is constructed of white Vermont marble, from the design of Cass Gilbert, and is a notable addition to the city's architecture.

Established 1865

The history of the Detroit Public Library goes back to the year 1865, when it was opened in the old Capitol Building on Capitol Square with a collection of 5000 volumes. During the 60 years of its history, the main library collection has been moved but twice; in 1877 it was moved to a building of its own on Gratiot Avenue, between Farmer Street and Library Avenue, and this building, with additions, served its purpose until March, 1921, when the present main library building on Woodward Avenue, between Putnam and Kirby Avenues, was completed.

In 1900 three small branches of the system were opened in high schools; at present there are, in addition to the down-town annex of the main library, 17 branches in buildings of their own, two in rented quarters, and 15 sub-branches. Also the library maintains a branch in connection with the Detroit Institute of Arts.

There is also a business and commerce division in the down-town annex, and in the new main building the Burton historical collection of American and Michigan history is housed on the third floor. The nucleus of this collection was the gift of Clarence M. Burton of Detroit, a lifelong student of these subjects and still actively interested in them.

In 1920 the Wayne County library service was established and in connection with this there are at present 20 branches and stations in small places in the county—places too small to support independent libraries of their own. In addition to the 25,000 books which belong exclusively to the Wayne County Library, the rural population has the use, through these agencies, of the books in the Detroit library system.

New Idea in Branches

The Monteith Branch Library, which has just been completed, is the first to be designated a regional branch, the plan being that eventually this fine building with its large collection of books will serve as a central source of supply for "interloan" books for the branches on the east side, thus relieving the main library building and giving more room and opportunity in it for research and reference work. This is a comparatively new idea in library development.

With the rapid and constant growth of the city along both industrial and cultural lines, there comes an increasing need of specialization in administering the books in the central collection. The music and drama, fine arts, civics, reference, technology, Burton historical collection and other departments of the Detroit library are not only large and growing collections of books, but are departments administered by librarians who must be students in their respective subjects and must keep abreast with the recent books pertaining to those subjects.

With all these special collections, there is another need which is being felt and met by most large American libraries, and that is the need for adult or home education, along general cultural lines. In the Detroit Library this has been met by creating the division of the readers' advisory assistants' desk, as a part of the circulation department. At this desk library readers feel free to ask for special lists of recommended books, and can also secure there the very comprehensive series of "Reading With a Purpose" lists which the American Library Association is now engaged in preparing to meet this very special need.

MT. PLEASANT ONCE INDIAN RESERVATION

MOUNT PLEASANT, Mich.—Once an Indian reservation, Mount Pleasant is now the site of a United States Indian school of 400 pupils. Michigan Indians — Chippewas, Potawatomies, and Ottawas—and a few from Wisconsin and New York, compose the student body.

Seat of Isabella County, Mount Pleasant is the geographical hub of the lower peninsula. It is reached by the Ann Arbor and Pere Marquette railroads and is crossed by two state highways, one running from Lake Huron to Lake Michigan, the other from the Straits of Mackinac to the Ohio boundary. The winding Chippewa River and the grounds of the Central Normal College contribute to its beauty. An enamel factory, a toy works, sugar beet, chicory and milk industries and wood-working plants furnish employment.



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American Motor Companies Make 10 Cars Per Worker

Efficiency Record Compares With Three-Tenths of an Automobile in One European Country

Detroit, Mich.
Staff Correspondent

AMERICAN motorcar manufacturers employed 350,000 workmen in 1925 and made 3,500,000 cars, or a production of 10 automobiles per man; whereas in one European country 100,000 workers turned out 30,000 automobiles, or three-tenths of an automobile per man. This statement is made by Charles F. Kettering, president of the General Motors Research Corporation, Detroit.

The workers employed in the American motorcar business, centering in Michigan, are declared to have the highest unit output of any in the world, the reason given for it being mass production methods. The whole process as described by employment agents connected with various factories here, is that of bringing unskilled labor in contact with high-powered and complicated machines. The unit operations required in the continuous processes are easily mastered, it is said. As a result it is said that semi-skilled workers have as a class replaced the skilled mechanics of former days.

"We do our best to eliminate the work requiring common labor, for nothing is more expensive than cheap labor," Alvan McCauley, president of the Packard Motor Company, said in an interview. "However, the need for highly skilled workers runs on as high as ever. No matter how rapidly the supply of foreign manual labor is cut off by exclusion laws, the improvements in our machinery will more than meet the need."

Modern Machines

Personal observation through the great motor plants shows the qualities of dexterity, alertness and rhythmic movement leading others among the plant workers. The heavy machines have been made to do the heaviest and ugliest tasks, while the workers who guide them have felt a decreasing need for either physical feats or the use of their own initiative.

It now takes a foreign laborer but a few days to master many of the modern lathes, milling machines, drills, multiple punches and the like. The worker must "hit a pace," as the shop saying is, and maintain it, eliminating waste or false motion. He must also be able to follow instructions.

As Henry Ford told the writer on a visit to the Dearborn plant, "We pay our workers high wages, but in return we expect a full eight hours' work." The worker is "kept on his toes."

The advantage of doing things by machinery instead of by hand is the quickness of the job and the uniformity of the product. It is pointed out that "a tool never tires;" whereas the product of a worker may vary perceptibly at starting time and at quitting time, after a hard day.

Though the majority of the present-day workers in mass production are not skilled machinists in the old sense, Lynn McNaughton, vice-president of the Cadillac Company, said in an interview, "The automobile business needs a special type of labor for all that—as we soon find out if we hire the wrong kind."

Labor-Saving Means

Defining the same idea in another way, Roy Chapin, head of the Hudson Company, told the writer that "although not skilled in the sense of craftsmanship, the Detroit workers in the automobile factories are skilled in the art of doing a small thing, and of doing it well."

Instances cited in the Paige-Detroit factory by H. M. Jewett, president, show the constant bettering of machinery to eliminate the cost of unskilled labor. On the receiving dock, he says, where it used to take six men to unload bodies, an air hoist operated by one man now does the work more quickly and better. Where formerly three multiple presses were operated by three men the machines have been moved together and operated by one man.

On the Paige assembling line, typical of the whole motor industry, where 330 men used to assemble about 75 motors a day, Mr. Jewett says, 106 men now assemble 175 to 200 motors a day.

A study made of the whole industry and summed up in the Federal Department of Labor's "Monthly Labor Review," December, 1925, shows a reduction in number of workmen, per unit of production, of from 10 and 15 per cent to 50 and 60 per cent between 1923 and 1925.

WOMEN'S CLUBS SERVING CITY

Federation Stresses Public Safety, Home Improvement, Art and Music

By MRS. HERBERT F. PRESCOTT
President of the Detroit Federation of Women's Clubs

Detroit, Mich.

THE Detroit Federation of Women's Clubs, composed of 120 clubs with a total membership of 16,000, stands pre-eminent for its broad yet conservative policies. The aim of its members is "to serve that the greatest good may be accomplished for the greatest number." Through the generosity of the late John F. Dodge the federation owns its club home. The Club Woman Magazine, the official organ, is edited and managed entirely by women, and is the chief source of income for federation activities.

Two years ago came the urge from the General Federation of Women's Clubs to feature better American home life. The Detroit federation presented to its departments of work an educational outline upon which to build the separate department programs.

The American home committee gave advice on budgeting the income, and, as an aid in home ownership, submitted methods of financing homes of varying costs. At present this committee is negotiating plans for the erection of a model house, which shall be a permanent practice place for the training of young women in our schools in the home arts. A prize of $10 was offered for the best suggestion for a library for a family living in a three-room flat.

The Public Health Department planned courses of study pertinent to its respective divisions. The enormous relief work carried on by the federation and the individual clubs is done altogether in co-operation with local welfare agencies.

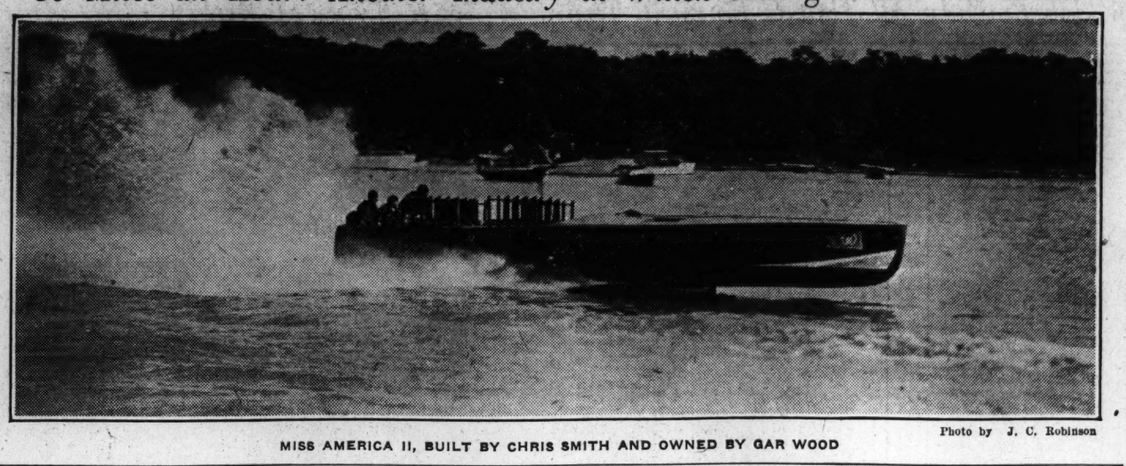
The Detroit Federation was the first group of women in the United States to organize a public safety committee advocating observance of traffic rules, placing of safety zones, and safety education in the home. Fifty thousand leaflets on home safety were distributed to groups of foreign mothers.

The fine arts department introduced much beauty into the homes, making the love of good pictures, music, books and plays an important factor of home training. In connection with study courses, art exhibits were visited, good plays discussed, lists of books suitable for children and adults distributed and practical suggestions submitted for making a house beautiful at little cost.

The federation promoted its fourth art annual, given during the week of the exhibition of work by Michigan painters. This art annual aroused great community interest. Members have developed considerable ability in writing, two masques having been written and presented. A member of a Detroit federated club won the first prize offered by the State federation for the best poem on the home.

An outstanding feature and one entirely new in club work is a course of musical instruction enjoyed by the school children of Detroit and extended to the musical division of the federation by the Detroit Symphony Society, which gives ten free concerts yearly to the children.

80 Miles an Hour! Another Industry in Which Michigan Has No Rivals



MISS AMERICA II, BUILT BY CHRIS SMITH AND OWNED BY GAR WOOD

Photo by J. C. Robinson

More Than Motorcars Produced in Detroit, Statistics Reveal

Diversified Industrial Development Evidenced by 3000 Major Manufacturing Plants of Which Less Than 300 Fabricate Automobiles or Parts

Detroit, Mich.
Special Correspondence

ALTHOUGH the automotive industry in Detroit has given rise to many affiliated industries which today rank in themselves as among the great manufacturing enterprises of the world, there is a singular variety of other major industries in the Detroit district that have become widely known. This is evidenced strikingly in the fact that in addition to the manufacture of automobiles, automobile bodies and parts, Detroit has attained industrial leadership in the production of adding machines, vacuum cleaners, electric irons for domestic and soldering uses, and has become a notable center of the aviation and iceless refrigeration industries.

The Detroit industrial district has attained a place among the leaders in manufacture of paints and varnishes, stoves and ranges, chemicals, bronze and copper products, foundry and machine shop products. Other output of this section of outstanding importance and volume includes pharmaceutical preparations and products, iron and steel rolling mill products, seeds, paper and wood pulp, refrigerators, brick, radiators, scales, leather goods, copper, tin and sheet iron work and flour mill products.

Volume of Production

The large volume production of these varied manufacturing developments is revealed by the following table showing output values:

Foundry and machine shop products, $50,490,428; brass, bronze and copper products, $43,218,736; slaughtering and meat packing, $44,134,985; printing and publishing, $37,917,665; iron and steel forging, $28,622,951; stamped and enamel ware, $28,550,802; hardware $23,588,629; bread and bakery products, $24,227,557; chemicals, $16,701,404; electrical machines and supplies, $16,028,257; engines, $14,597,548; stoves and ranges, $10,830,499; structural and ornamental iron, $17,731,529; lumber and planing mill products, $8,734,865; machine tools, $6,285,152; screw machine products, $8,089,530; tools, $8,058,398, and varnishes, $4,490,758.

The relative importance of Detroit's diversified industries is shown from the fact that this city has upward of 3000 major manufacturing plants. Of these 37 are automobile factories and approximately 250 are engaged in the production of automobile parts and accessories. In addition there are more than 200 minor industrial establishments. The size of plants is indicated by the utilization of private railroad track sidings by 1900 major industries in this city. One hundred Detroit industrial concerns have yards of their own.

Growth of Foundry Industry

The growth and development of the foundry industry which ranks high among the industrial enterprises of this city has been closely associated with the tremendous growth of the automotive industry. While the products of this industry in its earliest days were for the use of stove and wagon manufacturers the large requirements of the automotive industry for castings, stampings and forgings have been responsible for its extensive growth.

A survey of the plans of companies already engaged in the manufacture of airplanes in the Detroit territory together with constantly increasing manufacturing facilities indicates that Detroit is destined to become one of the chief aircraft manufacturing centers of the United States, if not the foremost. Likewise the increased capacity together with the plans for erection of new plants in the iceless refrigeration industry are indicative of its rapid expansion.

Boat-Building Industry Gains—Automobile Proving New Ally

Easy Accessibility to Michigan's Many Lakes and Rivers Over State's Highways Winning Enthusiastic Adherents to Water Sports

Detroit, Mich.
Special Correspondence

THE boat-building industry of today is on the threshold of the greatest prosperity it has ever known and in bringing about this condition the boat builders of Michigan are playing a prominent part. Never before has the demand for pleasure craft been so great as at the present time.

The rapid development of the automobile temporarily held up the growth of pleasure boating but this condition is gradually changing and now the automobile is actually helping the boating industry and many manufacturers of automobile engines are seriously figuring on entering the marine field. The automobile as a means of rapid transportation has brought the city dweller nearer the summer resort and naturally the acquisition of a summer home is the first step toward boat ownership. The overcrowding of the highways also has helped power boating in turning many to the water for recreation.

A Pioneer in Boat Building

Michigan always has been an exceptional field for power boats—in fact it might well be called the cradle of the power boat, for it was in this State that several pioneers in the power-boat industry made their start. It is the only state whose shores are washed by five of the Great Lakes: Superior, Michigan, Huron, St. Clair and Erie. It also boasts many rivers and inland lakes, so that it is only natural that the people of Michigan should be lovers of boats and boating.

There is no authentic history of the industry to tell the present much of the early struggles of the pioneers of 1890-1900, the men who laid the foundation for the famous boats and engines of today. It is known, however, that at St. Joseph, Bay City, Grand Rapids, Saginaw, Coldwater and Detroit were men of purpose devoting their money and skill to the problem of making gasoline engines for boats.

Fleet at Buffalo Exposition

By 1901 several of these pioneers had developed organizations of considerable importance and one of them supplied a fleet of twenty 25-footers for use at the Pan-American Exposition at Buffalo. This was one of the earliest orders for standardized boats, even though the term was not used in those days.

These boats were powered with single cylinder engines rated at five-horsepower and were considered marvels of reliability. They were for those days!

Today Michigan-built boats hold practically all the world's speed records and the few that they have overlooked are largely held by boats powered with Michigan-built marine engines. Gar Wood of Detroit is generally regarded as the speedboat "king" and his Miss America II holds the world's record for the highest speed ever attained on water, i. e., 80.57 miles per hour. Miss America II was built by Chris Smith, whose boats hold many records in both hydroplane and displacement craft.

The Detroit Yacht Club has one of the finest yacht club houses in the world.

Michigan boat builders are going after the boat production problem and while the figures do not begin to compare with even a modest production of automobiles, yet they are far beyond anything that has been attempted heretofore.

The boat building business is flourishing in Michigan and there is no talk of the saturation point.

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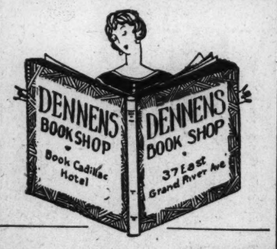
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DOUBLING GAS MILEAGE SEEN BY KETTERING

Automobile Leader Says Greater Advance Is on Way Through Research

"What rank do I think Charles Kettering holds in the automobile industry?" said C. D. Hastings, president, Hupp Automobile Company, to a question put by a representative of The Christian Science Monitor. "Why, just visualize in your thoughts the highest tower in the world—that's Mr. Kettering's place in the automobile industry; he's standing on that tower."

Detroit, Mich.
Staff Correspondent

"DID you know that the first automobiles manufactured in Michigan carried whip sockets and line rails along the dash, simply because people who had ridden in buggies up to that time were accustomed to that sort of thing?" asked Charles F. Kettering, president General Motors Research Corporation, the man who developed a starting, lighting, and ignition system for automobiles.

"It's just like the buttons sewed on a man's coat sleeve. Most people never stop to ask 'why' they're there. It's the same attitude of tacit acceptance that hinders development of the motorcar. Some people declare the automobile has already been perfected. Nonsense! As soon as people become used to any article they are going to begin to want something better.

"We are trying in our research work to be ready to meet the nonexisting demands of the public which will become the existing demands a few years hence. Better cars? Certainly. Perfection is only a state of mind. The thing that satisfies today will become the unsatisfying thing when you discover how much better it can be made."

Picturing the Future

This is how Mr. Kettering introduces the question of what the automobile of the future is going to be, discussed by other heads in the automobile business in Detroit. They agree with him, that the automobile isn't anywhere near perfect yet. Graduated from Ohio State University, trained in electrical and mechanical engineering, Mr. Kettering has been busy asking himself the "why" of the motorcar most of his career.

"Why must a man get out into the mud to crank his machine to start it up?" Mr. Kettering asked himself, and gave the very practical answer of a revolutionary self-starting, ignition and lighting system. And now Mr. Kettering and others are asking why the motorcar—that some people think is perfected—can't cost even less, run even farther on less gasoline, and generally give better performance.

"Do you know the modern automobile only gets 3 per cent out of the actual energy of the gasoline used?" asked Mr. Kettering. "A small car would run 450 miles to the gallon if it could utilize 100 per cent of the energy of the fuel now used. Instead, it wastes 97 per cent of it. The immediate problem is to conserve that energy. Our research laboratories are working on that problem. In half a dozen years we should be able to double the engine's efficiency."

Seeking Highest Efficiency

Mr. Kettering explained about ethyl gasoline. Research work shows that gasoline has two rates of combustion, he says, one of them approximating 60 times faster than the other. When a part of the fuel flares off at the higher rate, there is the knock-knock-knock in the engine that for the past decade has been attributed to half a dozen different causes by people who never really looked into it. Mr. Kettering's habit of asking himself "Why?" induced him to follow down that knock. The result of the detective work, carried on for eight to 10 years, was the discovery of the real cause, and after that came ethyl gas.

The motorist can now get a fuel with approximately a teaspoonful of this added to his gallon of gasoline, and the knocking ceases. The ethyl mixture controls the combustion and standardizes the rate at which the fuel is used.

"But that's just a palliative!" said Mr. Kettering. "That does not help us cut down the 97 per cent waste in energy. It simply removes the knock and controls the combustion rate. The real problem is to get the most out of the fuel, and that is a chemical problem."

Mr. Kettering believes he can cut down that 97 per cent waste to 95 or 93 per cent in the next five or six years. That doesn't at first seem a big reduction, Mr. Kettering says, and yet that would increase efficiency from 3 per cent to perhaps 6 per cent, thereby doubling it. That would give a small car 25 to 30 miles to a gallon, instead of 15 miles, Mr. Kettering says.

Great Changes Promised

Most motorcar manufacturers echo Henry Ford, who, on being asked by the representative of The Christian Science Monitor whether as great changes await the automobile in the next 25 years as have come in the past answered emphatically, "I certainly do!"

The development of the internal combustion engine is only about 25 years old, Roy D. Chapin, head of the Hudson Motor Company, pointed out to the writer, as compared to the century or so which has carried the first steam engine to the present mighty turbine.

Another big and brand new change in the automobile business is in the kinds of finishes used. Sometime ago Mr. Kettering got together a group of paint manufacturers and explained his reasons for asking them to give him better paints. The paints being used took too long to dry, he said. With pauses for drying between coats, and the necessary rubbing and polishing, a paint job sometimes took 36 days to finish.

The paint makers thought it over. They said they could improve matters. They said they could cut the necessary time down to 34 days—maybe 33 days. But Mr. Kettering likes to do his thinking audaciously.

"Well," he said, "let's start by trying to reduce the time to an hour!"

Called It Impossible

That startled the paint makers. They cried it couldn't be done. In the first place, they said, it never had been done; in the second place—the paint would not dry. So Mr. Kettering set out to find a paint that would dry. He says he was delighted to have the terms of the problem reduced to chemistry. Looking around he found a finish E. I. du Pont de Nemours & Co. were putting out. "That won't paint autos!" it was protested. "It dries too fast."

Sure enough it was found to dry so fast that in squirting it from the usual air paint gun it dried before reaching the motor car and rattled against the side in a granular hail.

"So all I had to do then," said Mr. Kettering, as though it were all very simple, "was to find a finish that wasn't either as fast as the one, or as slow as the other!"

Largely as a result of his search, the new pyroxyline lacquer, or quick-drying finish, has been introduced.

"It's the biggest thing that has been sprung on the market for years!" C. D. Hastings, president Hupp Motor Company, told the writer. "The finishes have two big advantages. They dry quickly, reducing time needed to store car bodies from 20 or 30 days to from two to 10 days. Secondly, they are more durable. Instead of using linseed oil or gum for a base, as do the varnishes, which harden and deteriorate with time, the new finishes are made with chemically treated cotton linters, and last longer. These linters are treated with nitrogen to a percentage just under that which produces guncotton. This material is reduced to a syrup and when it dries—and it dries fast—it gives a tough, lustrous and enduring finish.

These innovations indicate what Mr. Kettering means when he gives his formula for the big improvements in the automobile he is certain are now just around the corner.

"We must not be conservative, but do audacious thinking," he told the writer. "Secondly, we must permit ourselves to discard all preconceived ideas. And thirdly, we must eternally ask ourselves, 'Why?'"

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Finds 'Saturation Point' for Motorcars Far Distant

Industry in Detroit Sees Ever Expanding Markets Both at Home and Abroad

Detroit, Mich.
Staff Correspondence

WITH automobile manufacturers turning out 3,800,000 cars and 500,000 trucks in 1925, and with an approximate total registration of 20,000,000 motor vehicles now in the United States, the automobile industry is asking itself how long it can keep it up. "As a layman I thought the 'saturation point' was imminent a good many years ago," Edward G. Wilmer, newly-installed head of Dodge Brothers, told the representative of The Christian Science Monitor in a consensus of motor executives on the subject, "but year after year has gone by and the market continues to hold up. Since that time others have at various points also expressed the belief that the so-called saturation point had been reached. The facts have shown that our forecasts were all wrong. The Nation has all along shown itself able to absorb more automobiles than the manufacturers could turn out. I have not the slightest idea when the point will be reached. Certainly there is no sign now that anything of the sort is imminent."

That the automobile industry is essentially stable despite its great expansion, is the opinion of other Detroit makers, answering the same question put to Mr. Wilmer. They point to the great investment in the business, the vast and firm monetary foundation it has, the place of the motorcar in the social life of the country, the replacement markets for automobiles opening at home, and the new markets opening abroad. Such an industry, they declare, is as firm as any in the country.

Roy D. Chapin, head of the Hudson Motor Company, like Mr. Wilmer, sees no immediate falling off in automobile sales except perhaps in periods of occasional fluctuation. The continuance of the consumers' market for cars depends, he says, on the expansion of the paved highway programs, on the prices of the cars themselves and on the prosperity of the country.

C. D. Hastings, president of the Hupp Motor Company, answering the same question, says the automobile business has to be run with a high degree of common sense, and is susceptible to periods of depression like any other. However, he says, the automobile executives have developed what amounts to a sixth sense in forecasting lulls in the trade, and, therefore, when these depressions do arrive, they have been largely discounted. No immediate limit is seen, he says, to the number of motorcars that may be sold to the world, for the 20,000,000 cars already in circulation form a tremendous replacement market. No man who has ever ridden in a car, Mr. Hastings points out, will voluntarily go without an automobile. New markets in nations not seriously affected by the World War are now expanding, as in Australia, South Africa, the Far East and South America.

"The world market hasn't been scratched yet," added Mr. Hastings.

There is now one motor vehicle to every four and a half or five people in the United States, says Alvan Macauley, president of the Packard Motor Company, who adds that as the American population expands new cars will continue to keep up this ratio. Mr. Macauley lays stress on the big replacement market and adds that the maximum number of cars in the United States has "certainly not yet been reached."

As far as motortrucks go, Martin T. Pulcher, head of the Federal Motor Truck Company, points out that the United States has a smaller percentage of trucks to touring cars than any other nation, indicating that whatever is the future for the motorcar there is still plenty of room for the motortruck. In the United States, he says, the truck is "bringing the farm to the city," permitting the establishment of fresh fruit and vegetable markets in the middle of urban areas, replacing the inefficient labor of horses on farms and, also, in the shape of motorbusses adding a new transportation method both in country and city.

"The railroad has no quarrel with the motorbus or truck," Mr. Pulcher declares, "for we are giving them 10 times the business in traffic that we are taking from them. This includes the haulage of gasoline, of road material and of the raw material for the production of motorcars themselves."

Mr. Pulcher believes the future of the truck is as the short-distance hauler, supplementary to the railroad, which can carry things cheaper than the truck on longer journeys.

KALAMAZOO PROMOTES ART

KALAMAZOO, Mich.—In promoting art in Kalamazoo, 10,000 pieces of literature, including reprints of many celebrated works of art, were circulated during April by the art department of the city public library. Children, youth, and adults of this so-called city of industry benefited alike from this public service. With 300 members earnestly working for a building fund, it is anticipated by its officers that the Kalamazoo Institute of Arts, founded two years ago, soon may have required funds. This group, of which A. J. Todd is president, has exhibits in temporary headquarters in the picturesque Y. W. C. A. building down town.

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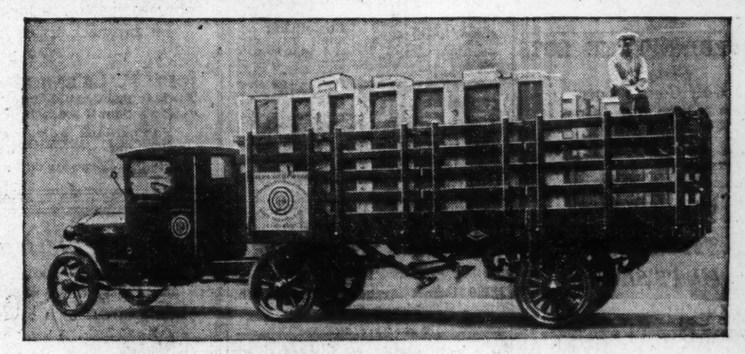
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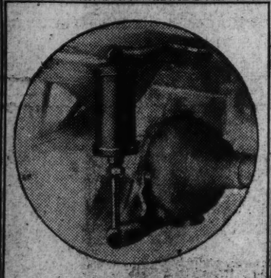
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By CAPT. HENRY W. BUSCH
Commissioner, Department of Parks and Boulevards, City of Detroit
Detroit, Mich.

RAPID progress has been made in recent years in the development of Detroit's extensive system of parks and boulevards. The next five years, I trust, will see the completion of the present program and Detroit will then be able to point with pride to its parks and stretches of tree-lined boulevards commensurate with the standards of this great industrial center of the United States.

Today the Department of Parks and Boulevards has the development and maintenance of 32 parks and parkways under its immediate supervision. These have total area of 3200 acres, valued, at a conservative estimate, at $100,000,000. The extent of the main boulevards—broad paved thoroughfares, sprinkled with grassy, shrub-embellished islands, and shaded by towering trees—is 25 miles.

The millions invested, the millions to be expended, in bringing to a state of near perfection the program now under way, will prove one of the wisest investments ever made by this municipality.

Detroit is young in the metropolitan municipal family but with unbounded ambition and enthusiasm of youth I predict that within the next few years Detroit will show a park and boulevard picture that will rival those of age-old cities.

Many of the parks of the city, small and large, have been deeded to Detroit by citizens. I can think of no more worthy monument to perpetuate one's name than such a gift. Belle Isle is Detroit's most famous park. Comprising 765 acres, it is located ideally in the Detroit River, midway between the Detroit and the Canadian shores. It is today the great public playground of the city. Purchased by the municipality in 1879—in the face of much opposition—at a cost of $200,000, it is now valued at approximately $50,000,000. Lagoons, canals, lakes, bathing, golf courses, tennis courts, baseball fields, a zoo, an aquarium, refectories, camping outfits and wondrous wide lawns are the general attractions for the countless millions who have visited the park since its purchase. Development and maintenance cost the city about $3,000,000.

The city, three years ago, acquired a large tract of land, about 1300 acres, through which the River Rouge winds its picturesque way. This is known as River Rouge Park, and when its development, now under way, is completed, it will be second to none in the mid-west. It is a natural park, and less money will be needed in its development and upkeep than has been the case with Belle Isle. In its general character, this acreage presents a very pleasant effect of pastoral landscape, with an atmosphere of quiet and peacefulness.

The design presented by the general plan is the result obtained from a careful study to protect this natural landscape, giving sights of long sweeping views across broad acres of meadows with soft boundaries of distant forest trees. The purpose of the design has been to preserve the beautiful, natural environment free from the rush and sight of man's dominating influence. It will take several years before this new park reaches a near state of perfection. Present plans call for an 18-hole golf course, polo field and other recreational activities, camping grounds, canoeing and also bathing facilities. This park will serve the west side of the city as Belle Isle now serves the east side, although the people of Detroit, as a whole, regard it without distinction as to geographical location.

Belle Isle, Detroit's Island Park in the Detroit River, and Known Almost as Far and Wide as the City



Photo by MacGregor & Vallin

Detroit Plans Active Public Recreational Program for 1926

C. E. Brewer, Commissioner, Outlines Some of Varied Events, Most of Which Are to Be Held at Belle Isle Grounds

Special Correspondence
Detroit, Mich.

A SERIES of events ranging from athletic programs designed to develop interest in all branches of spring and summer sports, to a pageant based upon a well-known legend, will furnish the outstanding public recreational features during the 1926 season, according to C. E. Brewer, recreation commissioner of Detroit. Practically all events will be at Belle Isle, where a 25-acre athletic and play field, together with a large bathing beach, are available.

The initial undertaking on a large scale by the recreation department during this spring and summer season will be a track and field meet, in which 3000 children from the 100 playgrounds of the city will take part. During the early part of the season the Michigan outdoor track and field championships also will be sponsored by the department.

With the amalgamation of 500 amateur baseball teams under the control of a municipal athletic commission largely through the activity of Mr. Brewer, the championship of the Detroit public playgrounds will become the objective of these aggregations. A series of title games will be held in the early fall with the possibility of inter-city contests with championship teams in other cities throughout the middle west, particularly in Cleveland, Toledo and Chicago.

Other recreational events that have been scheduled for the summer months are a summer school track meet and field day participated in by attendants at the public summer schools, tennis and horseshoe pitching tournaments and a model boat sailing race. In this latter event the principal requirement is that each contestant must construct and sail his own boat. The sail boat race will be held at Waterworks Park during the latter part of the summer.

One of the most colorful features of the city's public recreation program which invariably attracts widespread interest is aquatic day at Belle Isle during August. Keen competition in swimming and diving events brings out scores of contestants for these annual exhibitions. On the last Thursday in September a pageant will be presented. Last year Alice in Wonderland was depicted.

Public recreational facilities which are available for Detroit visitors and residents alike through the payment of small playing fees include the Rackham 18-hole golf course at the Ten-Mile Road and Woodward Avenue with a completely equipped clubhouse, as well as nine-hole courses at Palmer and Belle Isle Parks and on Oakland Avenue. In addition there are an increasingly large number of private and semi-public golf clubs within equally short distance. One of the clubs in this latter class is the Dearborn Golf Club, the erection of which was sponsored by Henry Ford.

Detroit is within easy reach of Lake St. Clair, Lake Erie and more than 100 smaller lakes in adjoining counties which are ideal locations for fishing and bathing. Sailing and motor-boating on the Detroit River and Lake St. Clair are popular sports. Within the recesses of the island canals and small lakes at Belle Isle Park safe canoeing is possible.

WOMEN ARTISTS' WORK EXHIBITED

Detroit Society of Painters Has Membership in Various Cities

By DELLA GARRETSON
Recording Secretary, Detroit Society of Women Painters
Detroit, Mich.

THE Detroit Society of Women Painters, organized in 1903, is composed of women painters and sculptors of Detroit and other Michigan cities. At the present time it has members in Ann Arbor, Armada, Birmingham, Flint, Lansing, Marquette, Orchard Lake, Pontiac and Royal Oak.

The object of the society primarily is not to give exhibitions nor to sell pictures, but to stimulate active work among its members and to keep the standard of work of such quality as will make the annual exhibitions a credit to the society and an art event of interest in Detroit.

The first exhibition was held in April, 1924, at the Detroit Museum of Art. Seventy-five pictures were shown. Since that time the society has given an exhibition every year, sometimes in the "Museum," now called the Detroit Institute of Arts, sometimes in other local galleries and at other times in the studios of different members.

This year's exhibition was held in the Detroit Federation of Women's Clubs Building. There were 147 works shown, 31 members contributing. The exhibition included oils, water colors, drawings, etchings and sculpture. All resident members are expected to attend the regular monthly meetings and to present at least one piece of work for criticism.

Although no special effort is made to sell in its exhibitions, a priced catalogue is furnished, so those wishing to buy pictures for their homes may have opportunity.

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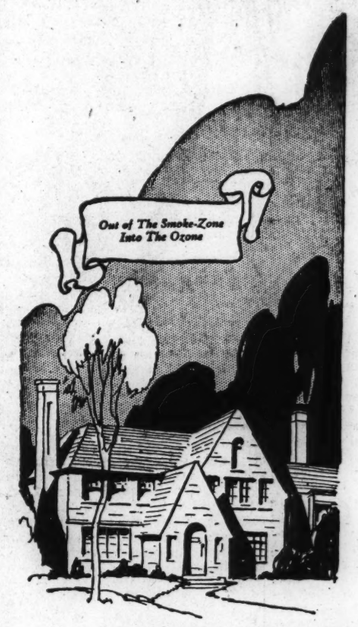
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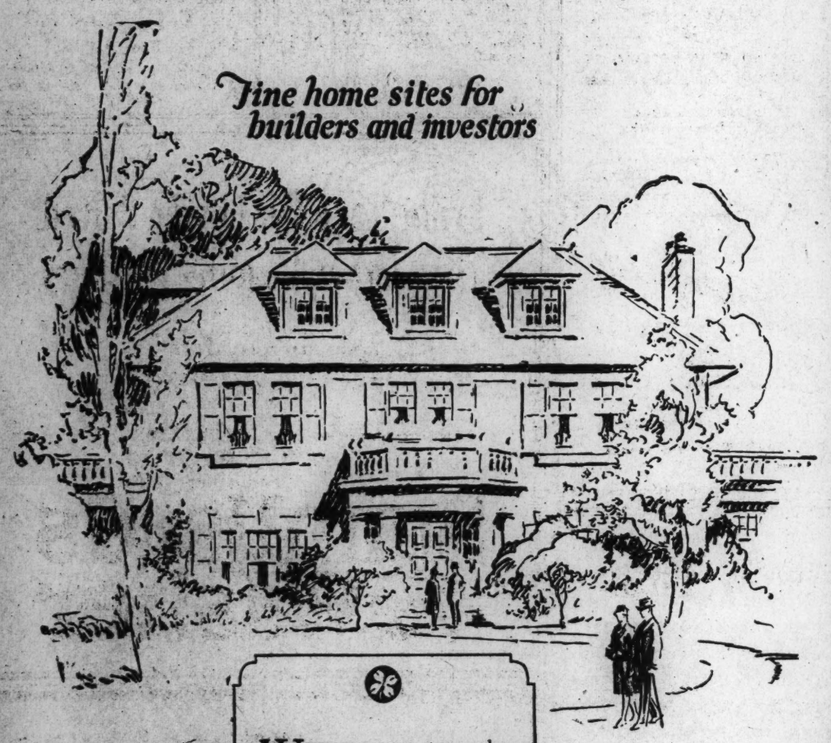
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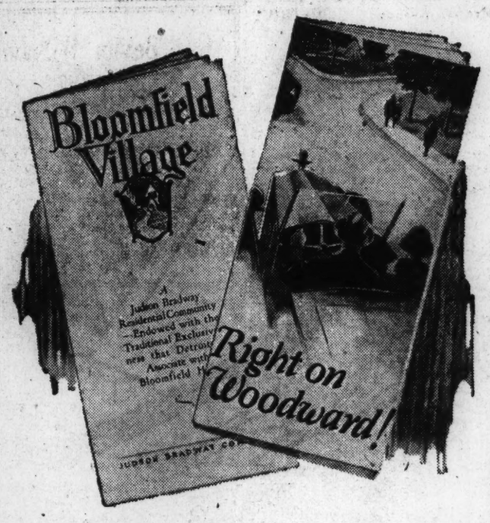
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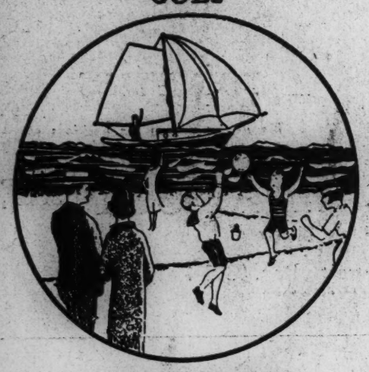
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M. S.

Detroit's Playground



GOLF



RECREATION



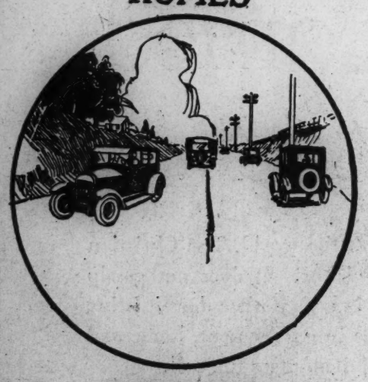
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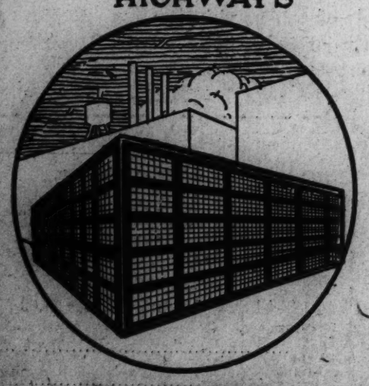
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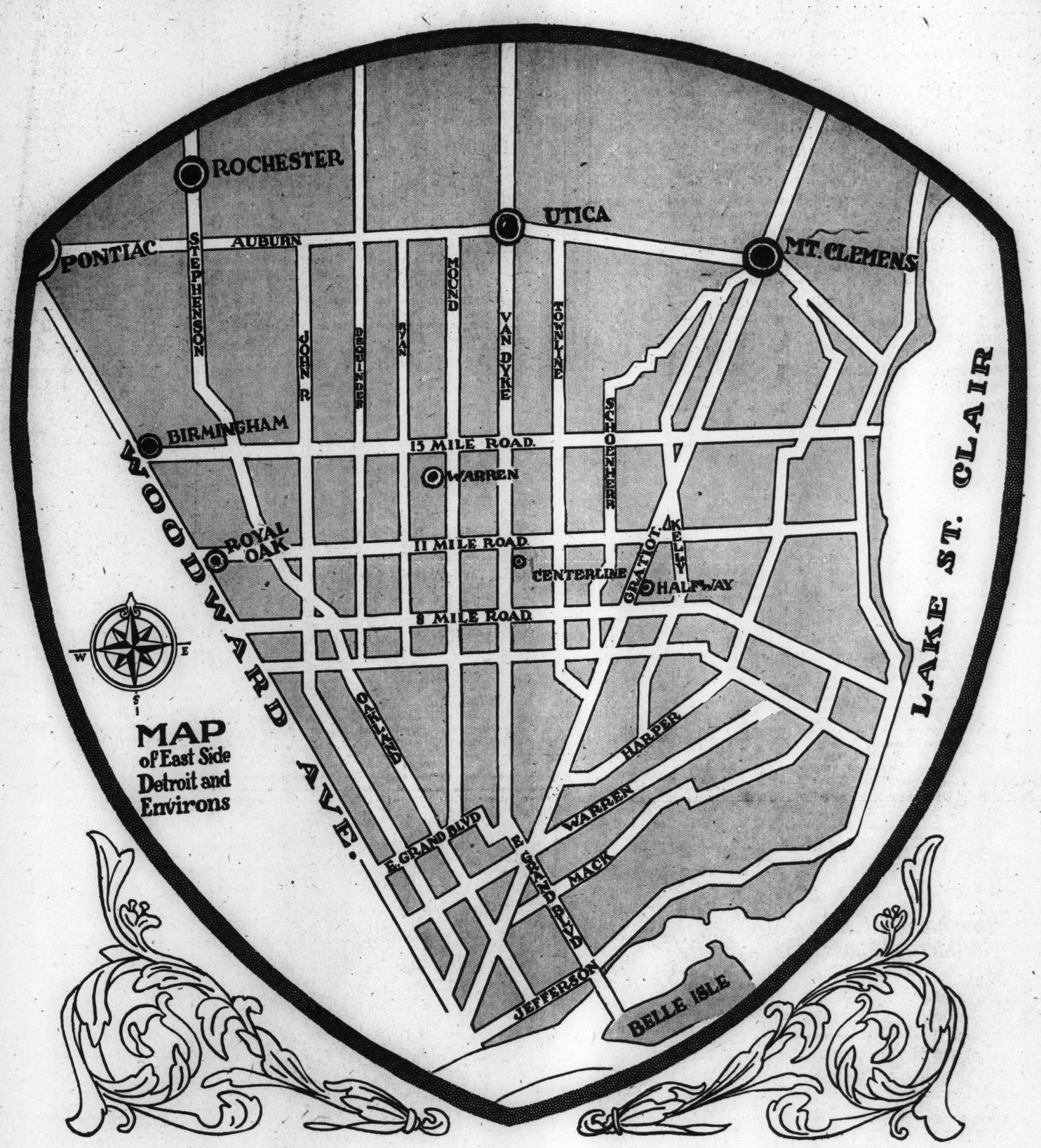
HOMES



HIGHWAYS



INDUSTRIES



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Michigan Supplement

THE CHRISTIAN SCIENCE MONITOR

Michigan Supplement

SECTION 3 BOSTON, FRIDAY, MAY 14, 1926 PAGES 1 TO 12

Famed University of Michigan, One of the Really Great Universities of the World



Left to Right—Michigan Union, Men's Club of the University, From an Etching by Wilfred B. Shaw; Vine-Covered Walls of Old University Hall; Dormitory for Law Students, Photo by Ellison, Detroit; Alumni Memorial Hall, From Etching by Wilfred B. Shaw. Lower—Martha Cook Dormitory for Girls.

STATE UNIVERSITY'S SERVICE REVIEWED BY NEW PRESIDENT

Institution at Ann Arbor Took Early Leadership in Co-education and Seminar System—Research in Teaching Methods Emphasized

By DR. CLARENCE C. LITTLE
President of the University of Michigan

Ann Arbor, Mich.

THE University of Michigan has proved that a tax-supported institution could assume state leadership and achieve national influence as a directive force in higher education. Established in 1837 and with a governing board of regents which was given constitutional recognition along with the legislative and executive branches of the state government, its age and dignity of tradition have allowed it to develop much of the independence and educational leadership which, in the East, have commonly been associated with the endowed institution.

Before it was 20 years old it had proved a pioneer in introducing a scientific course within the curriculum of the Arts College and possessed one of the three best-equipped astronomical observatories in the country. It also had established the second course in civil engineering in the United States, being preceded only by Harvard. Its leadership in establishing coeducation and in the use of the seminar system are two other outstanding achievements of its early years.

Among the many praiseworthy and significant items of its past, however, probably none is of more importance than the establishment of the first chair of education in America. This was in 1880, only 46 years ago. Since that time progress in "education," first as a "subject," then as a "department," and finally as a "profession," demanding separate schools or colleges, has been striking.

Research in Methods

Departing more and more from the narrow lines laid down by old-time pedagogy and taking up with increasing interest the study of the process of teaching in relation to the pupil, the leaders in this field have today assumed a position of great importance in the general problem of higher education. Research in educational methods, in educational measurements in trait analysis and like subjects has provided an ever-increasing mass of facts which may influence very generally the content of our curricula, the admission of students to college, methods of grading within the college, and the training of teachers.

At the present time the university owns and operates a modern high school and it is my hope that the next legislature will make it possible for us to add elementary school and pre-school units. In this way alone can the proper control be exercised over conditions of instruction in order that the accurate experimental data may be gathered on which first-class research must be built. Research in educational problems based on co-operation with school units outside of the university itself is better than none, but can never be as well controlled as that done within the institution.

Without disparagement to the earlier presidents of the university it may be fairly stated that the influence of presidents Angell, Hutchins, and Burton are among the strongest forces in shaping the aims and possibilities of present-day Michigan. President Angell with his unbounded richness in individuality and his courageous thought in educational matters, apparently has contributed more to the academic tradition of the university than any other man.

There is still an unbelievably wide-spread air of academic self-respect which he apparently built and which President Hutchins, with great tact, increased both quantitatively and qualitatively. President Hutchins, who is a man of singular charm and of great strength of character, used to the full while in office his legal training and natural judicial temperament. He added greatly to the strength of the academic standards of the university.

President Burton, a man of dynamic personality, has really been the builder of the present-day University of Michigan in two ways. First, by the brilliance of his power of presentation he placed before the legislature the material needs of the university in a way that carried conviction and brought support, and second, by what was essentially a genius for understanding the people of the state, he enlisted and consolidated their whole-hearted interest in the institution.

Future Program Reviewed

The board of regents, finely balanced and most effective, combines the strength of unfailing loyalty and interest, of widely different points of view and of long and wise experience on the part of its members. Add to this the fact that Shirley Smith, who is now serving as secretary of the university under his fourth president, blends unusual business ability with a mastery of details of administration and you have the background of the university of today.

To write of the future is much more difficult and perilous. Predictions are out of the question but hopes may fairly be allowed.

To give an increasingly large opportunity for advanced work and research to those faculty members whose inclination lies in that direction is one obvious desideratum. To encourage and to increase the numbers of those faculty members who chiefly desire to teach because they love and understand youth is another. Possibly to develop some type of differentiation between the two, when necessary, and to see that they come in contact with students who are at the proper levels of training may be a third.

The need of a more human and less purely academic method of admission to college already has been recognized and is being studied by a joint committee of high school principals and university faculty members. The adjustment of newly-arrived freshmen is another matter of interest which is being considered. Efforts to develop in the undergraduate at least one university interest other than athletics which he can develop as an alumnus also will be made. The development of a group of courses in "human relations" particularly adapted for women students is under way.

Archæological Investigations

Research in many fields is already in progress. To increase the opportunities for that now under way and to start new projects should be one of the chief aims of the university. Michigan already has in the excellent working collections assembled in its general library under the direction of W. W. Bishop, librarian, the indispensable tools for many lines of research. The William L. Clements Library of American History, already rich in research material eventually will be the home of the Clinton and the Green papers recently acquired by Mr. Clements. This will offer to the student of American history an opportunity for research of almost unparalleled appeal.

The investigations on archæological subjects in Carthage, Pisidian Antioch, and Egypt being made by Professor Kelsey should be increasingly supported. The Greenland Expedition which Professor Hobbs is planning for the immediate future gives promise of scientific results in predicting the arrival of European storms and in decreasing materially the iceberg peril to shipping. It also merits the support of all those who have vision and desire to aid the kind of exploration that has more than a shallow publicity appeal.

The Museum of Zoology and Natural History is fortunate in having in Prof. A. G. Ruthven, a director of great ability and unusual initiative. Once established in its new home, upon which work is to be begun next year, it should add to its already enviable record in research, both in the field and in the laboratory. The College of Engineering is conducting an extensive and important research project in co-operation with industrial organizations.

These and like projects are the advance guard of a university. They make for the development of originality, individuality, and human progress. In this respect they meet on a common ground the efforts to make more human and more alive the contacts between students themselves and between them and the faculty. If the university can become an easy place to live in because its standards and achievements are so high that it captures men as its willing servants whether they be student, professor, or dean, it will have learned the lesson of growth and of enduring place.



College Town's 'Academic Shade' Well Typified at Ann Arbor

Ann Arbor, Mich.
Special Correspondence

WHY is it that when one visualizes beauty in the countryside he at once thinks of spring, summer, or autumn? The poet usually sings of drowsy warmth and birds; the artist, nine times out of ten, pictures the landscape in blues and greens or the rich colors of fall. Therefore, as I started to describe the attractiveness of Ann Arbor, possibly the most thoroughly college town in the middle West, I at once saw shady streets and inviting yards.

Few of the streets have been laid out in rigid straight lines. The roadways curve and wind beneath the tracery of elms and oaks, for every street is so marked. Ann Arbor is a town of loved and cherished trees.

The University of Michigan, for which Ann Arbor exists, and the city have joined in a most extensive boulevard and park system along the hilly valley of the Huron River. The most popular part of this rolling country today is the Arboretum of the university. One cannot resist the desire to stop at the approach to the preserve and look across the billowy valley at farm houses two and three miles in the distance, at the lines of trees that mark the roads, and the lines of gray that are bushes along the fences of the fields. The road through the park is winding and terraces fall away from it most decidedly, at the bends.

This boulevard system bounds Ann Arbor on two sides. In the flat country of the Great Lakes districts the hills of the Ann Arbor boulevards seem mountainous. The town itself lies upon the top and slopes of a gentle hill, which falls away to the valley levels on all sides, but from the uplands beyond the river one may look down, from every side, upon Ann Arbor, with its expanses of red tile roofs and the blue dome of old University Hall. Nearly every building in the city of 26,000 inhabitants is hidden by the trees, with the exception of the more ponderous university buildings.

Ann Arbor is a delightful village. The inhabitants will object to its being called a village, but by that word I mean to imply that it has the comfort, the peace and the homeliness of a village. Here most everyone owns his home and takes pride in the upkeep of his little estate. The newer part of the city attests the architectural taste and variety of a college town.

Cottages rest against the side of a hill or stretch out upon the level ground; all are surrounded by trees and shrubbery. The entrance walks are frequently of flagstones, or brick, or gravel. No two houses are alike. The more lordly manors of the fraternities (there are more than a hundred) are friendly to their neighbors; bigger architectural brothers, of timbered brick or colonial types which melt into the general beauty of the town rather than stand brazenly forth.

Vivacity and Color

With so many youngsters, more than 10,000, in the university, Ann Arbor is a youthful town; vivacious, progressive and colorful. Even on the gray rainy days the bright colors of rain garbs reflect from the wet walks. Many of these students are working their way through college and seek odd jobs, and so the owners of the deep, deep lawns easily find caretakers.

The lawns are closely clipped, the trees well trimmed and the gardens are the pride of all the town. One professor specializes in Darwin tulips and nurses every variety. A tailor claims the most extensive iris collection in the country. A hardware man raises 200 varieties of peonies. These are but illustrations of the atmosphere of Ann Arbor.

The center of Ann Arbor is the university campus, but the influence of the university extends to the city limits in every direction. The formal campus is a quarter of a mile square, but beyond its limits the university has built dormitories for women, a lawyer's club and dormitories, a men's club (the Michigan Union), and other scholastic buildings and athletic grounds until there is no justice in speaking of the limited area as the campus. The university maintains its own nursery in which shrubs and trees are grown to beautify its grounds. The generous gifts of friends of the university have built beautiful buildings about the campus and have planted their grounds.

In the Lake Country

Ann Arbor is a summer town. Just 40 miles from Detroit and the lake region there is usually a cooling breeze. The Huron River, which winds its way through a series of 16 lakes before reaching the college town, gives to lovers of the water delightful opportunities for swimming and canoeing. The Irish Hills to the southwest provide the most picturesque drives about their small lakes.

The walks and streets of the town are well shaded, and the gardens are the living rooms of their owners. Four golf courses laid out by golf experts in conjunction with landscape architects give vistas of the rolling farm land and lakes formed by harnessing the river. The electric company which controls the river banks has planted them heavily and developed the slopes into small estates.

Chicago is an easy day's drive to the west over concrete roads, and four pavements lead to Detroit; but there abound country roads which seem exclusively for horseback riders.

University of Michigan Widens Scope of Summer School, Giving 550 Courses

Ann Arbor, Mich.
Special Correspondence

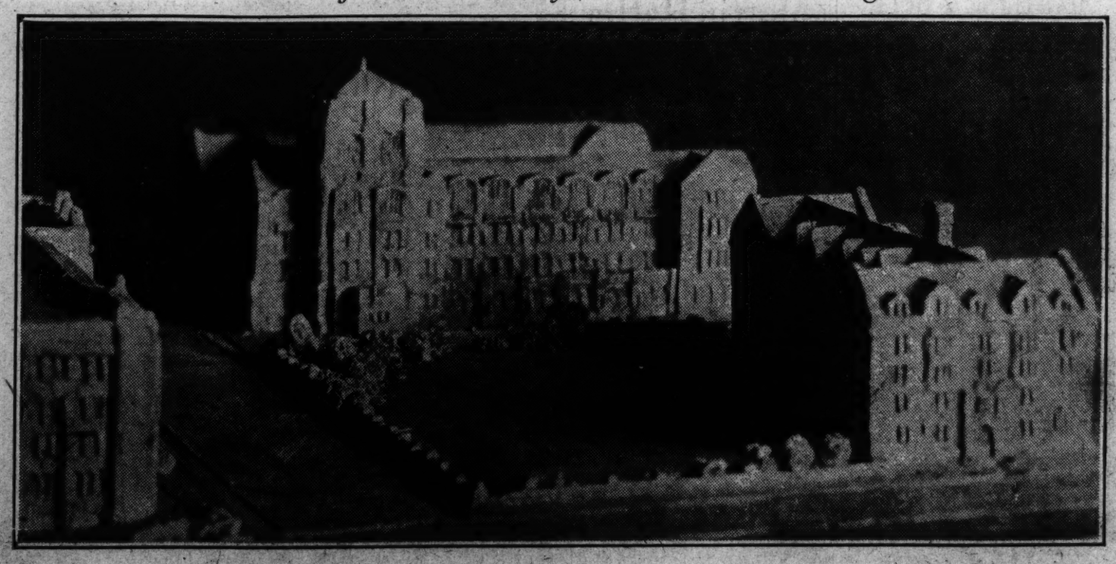
ENROLLMENT has already begun for the thirty-third annual summer session of University of Michigan, which will open in the Law School on June 15 and in the other schools and colleges on June 21. Approximately 550 courses will be offered during the summer term; 293 of these will be in the Literary College and Graduate School, 68 will be offered by the College of Engineering and Architecture, 12 classes will be conducted in the Law School, 69 in the School of Education, 14 in the School of Business Administration, nine new courses will be started in library methods, and the balance will be distributed among the other schools and colleges.

Thirty-four non-resident lecturers will conduct courses upon the Ann Arbor campus. Among those coming from other institutions are Merton L. Ferson, dean of the law school of the University of North Carolina; George P. Costigan of the University of California, James L. Parks of the University of Missouri, Rollin M. Perkins of the State University of Iowa, Merril I. Schnebly of Indiana University, all of whom will be upon the law faculty. Visiting historians will include Frank M. Anderson of Dartmouth College, Charles E. Chapman of the University of California, Arthur C. Cole of Ohio State University, Orren C. Hormell of Bowdoin College, and August C. Krey of University of Minnesota.

Upon the summer staff of the School of Education will be Wendell S. Brooks of Northwestern University; Mabel C. Bragg, assistant superintendent of schools at Newton, Mass.; Theodore W. H. Irion of the Michigan State Normal; Frank A. Jensen, superintendent of schools of Rockford, Ill.; Paul T. Rankin, assistant director of research of the Detroit Board of Education; Milo H. Stuart, principal of Arsenal Technical High School of Indianapolis, Ind. George R. Stewart of the University of California and John H. Caskey of Hillsdale College have been added to the faculty of the English department.

Dr. Alfred Cyril Ewing, professor of philosophy at Oxford, will teach here during the summer. Other newcomers include Frank C. Gates of Kansas State Agricultural College, Dr. Augustus W. Hayes of the department of sociology at Iowa State College, Dr. Herbert B. Hungerford, professor of entomology at the University of Kansas; Rollin C. Hunter of the department of oratory at Ohio Wesleyan University, Ray K. Immel, dean of the School of Speech at the University of Southern California.

Home of the University's Architectural College



SCHOOL OF ARCHITECTURE IS BUILDING WORTHY HOME

Structure on University of Michigan Campus Will Reflect Artistic Activities and Purposes of College Which It Is to House

Ann Arbor, Mich.
Special Correspondence

THE faculty of the college of architecture at University of Michigan is emerging from the depths of the problem of creating a worthy building for itself with the $400,000 appropriated by the State Legislature for that purpose. During the last few weeks the old frame structures which have filled the balance of the block occupied by the Martha Cook Dormitory have rumbled away to vacant lots in the suburbs. The top soil has been salvaged, thrifty professors have dug up the abandoned shrubbery, and the site is now cleared.

The new College of Architecture is the first building which has been created by the architectural faculty. Despite the inadequate appropriation the artists of this college have planned a building which will harmonize with the beauty of the Martha Cook Dormitory and with the scholastic massiveness of the future University High School. The new structure will face north, upon the extensive gardens to the east of the dormitory.

Plan Suited to Purpose

Consideration has also been given to the type of plan best suited to architectural work, and to the most advantageous development of the site for immediate and for ultimate use; for the funds available are not sufficient to build the entire structure.

The chief motif of the design is evidenced by the large studio windows on the fourth floor of the north front. Other large glass areas are expressive of the building's purpose, which expressiveness it is hoped to further emphasize by decorative sculpture. Figures supporting shields and representing the various arts associated with the mother art of architecture grow out of the piers on the north front.

The present unit will lie L-shaped upon the ground, for there will be no basement and the ground floor is to be placed directly upon the ground for reasons of economy. The north or longer wing of the L will contain the studios and drafting rooms. The drafting rooms of the upper floors will have vast north windows and very small south windows, so that while cross-draft ventilation will be secured there will be no cross-shadows.

The east wing will contain a lecture room, an architectural library with specially designed shelves to hold large folios, and adjoining the library will be a lantern slide room and a vault for valuable books and papers. The museum will be two stories in height so that it may receive full sized plaster casts of classical temple details.

Growth of the School

In 1903, when Emil Lorch came to the University of Michigan, there were no students of architecture in the university. In 1906, when architectural instruction was first given, there were 17 students. From that time forward there has been a steady growth and at the present time there are 337 students enrolled in four-year courses in architecture and design in addition to the 200 or more students taught from other departments.

The growth of the school has been extraordinary even for a state institution. Its educational policy is broad and welcomes the varying points of view which the clash between the modern and old architecture has created. By having these points of view vigorously represented the students go out with a reasonably clear recognition of the entire problem rather than a biased and limited point of view.

In commenting upon the work of the college of architecture Emil Lorch, head of the college, said: "It is commonly agreed that the university is the place to stir the student's imagination and to broaden his sympathies and understanding and one way to do this is to make him react on different opinions and conditions with a view to having him find himself. In this broader point of view in teaching architecture Michigan is coming into a kind of leadership which is receiving wide acknowledgment, and to sustain and strengthen this position the architectural school needs co-operation and a suitable equipment."

COLLEGE WOMEN ACHIEVE GOALS

Co-education Proves Itself in Long Test at University of Michigan

By MISS JEAN HAMILTON, A. M.,
Dean of Women, University of Michigan

Ann Arbor, Mich.

ONE of the queries constantly raised by the doubters of co-education is, "Do women develop in such institutions as much as in colleges of their own?" There may be different answers in different places but certainly at Michigan the women have had to depend upon their own initiative for advance—have had to be their own pacemakers.

This was accentuated by the history of the university. It began as a man's university with no thought of women's educational needs nor was it sympathetic when these needs were called to its attention. It took courageous and forceful women 54 years ago to insist on their rights, but Michigan graduated an unusual proportion of women of rare character and ability during those years of social ostracism. They have been a definite asset to Michigan's reputation.

However, "times do change." If a strictly secret ballot was taken among the men today the women are very confident that it would not be for a men's college!

The men have been careful to strengthen the women's characters by letting them fight their own battles! Take the Junior Girls' Play for example, which was making its twenty-second annual bow to the public as this was written. That public was strictly feminine until four years ago, and when the women felt their talents warranted a larger audience, it took a two-year campaign, enlisting every woman on the campus finally, to convince the authorities that the spirit of the occasion wouldn't be spoiled—by the admission of men to the audience. Apparently it was not the women who were on trial that time. But the men have stood the test.

Two immediate issues seem likely to test the good judgment and leadership of Michigan's undergraduate women and alumnæ too. Shall the university offer women a specialized curriculum aimed at training in household management and the rearing of children—not the old "domestic science," but something much more fundamentally educative?

Shall it require all women to take courses of this nature for possibly a fourth of their time? More than 80 per cent of all college women marry—sometime. Does their present education take sufficient account of that fact? After a half century of letting the women's educational life take care of itself some men are now interesting themselves in this question, with its many perplexing economic issues. But in the end it must be the women who decide it.

University City of Ann Arbor Abounds in Attractive Homes

Called "Place Where Commerce and Education Meet," But Stranger Is Impressed More by Neatness of Its Buildings

Ann Arbor, Mich.
Special Correspondence

ANN ARBOR, the site of University of Michigan, evidences the taste of educated people in architectural individualities. The proportion of rented houses is slight; 85 per cent of the people own their homes, and display their pride in their city and their residences by landscape planting and the neatness of their dwellings. Ann Arbor adopted as its motto, "Where Commerce and Education Meet," but in the city itself a visitor is impressed not so much by either commerce or by education as by the large number of attractive houses.

An effective zoning ordinance restricts the building of stores or the remodeling of residences into stores to certain commercial districts. Apartment houses are also excluded from the residential districts, and manufacturing enterprises are allotted sites along the two railroads which enter the city.

Ann Arbor has 188 acres of park property, which, for a city of a little over 27,000 people, is acknowledged a high average. The estimated value of the park property is $554,000. A series of parks containing 123 acres follows the banks of the Huron River, with a cool, green island for picnics and for band concerts, with a high hill to climb and from which to look down upon the city, with winding bridle paths, and huge stone chimneys for use at barbecues. Every park is distinctive.

Ann Arbor has extensive amusement opportunities, for the university school of music presents two series of concerts in addition to the nationally known May Festival, attended by an aggregate of 30,000 yearly. The Detroit, the New York, the Chicago, and the Boston Symphony Orchestras have played in Ann Arbor with the finest soloists. Public free recitals are given in Hill Auditorium on Sunday afternoons by Guy Maier, Earl Moore, and Palmer Christian, and the University Symphony Orchestra, under the direction of Samuel Lockwood, gives frequent recitals. The city has a theater which brings the best available talent to Ann Arbor, working frequently in conjunction with the English department of the university. There are seven university organizations which present amateur plays under the direction of the faculty, and the Oratorical Association brings the best speakers to the city.

Four thoroughly modern schools have been built during the past three years and two others have been greatly enlarged. In all there are eight public schools with 4000 pupils and the high school with 1150 students. This year the university high school has been opened in connection with the work of the school of education of the university. The public school property is valued at more than $3,000,000. The standard of instruction is very high and the graduates of the high school are admitted on certificate to nearly all of the large universities where these graduates rank high in their university studies. The libraries of the city contain over 600,000 volumes.

The business districts are a large downtown area where the majority of the larger stores are located, and a district around the campus where there are shops catering to the students and the faculty. There are four strong banks with two branch banks with total resources of nearly $17,000,000, which make the city the eighth in the State in banking resources. The per capita deposits are $615.68.

The district around Ann Arbor was originally settled by German farmers, who were thrifty and who built up strong banks. The factories located here employ capital of more than $7,250,000, and the university and its students spend annually nearly $20,000,000. More than 400,000 persons visit Ann Arbor annually for the football games, reunions, graduation, the May Festival and conventions.

The citizens are transported by busses instead of the old street cars, and for a fare of 10 cents one may transfer to nearly every part of the city. Ann Arbor is on the main line of the Michigan Central Railroad 36 miles west of Detroit and 264 miles east of Chicago.

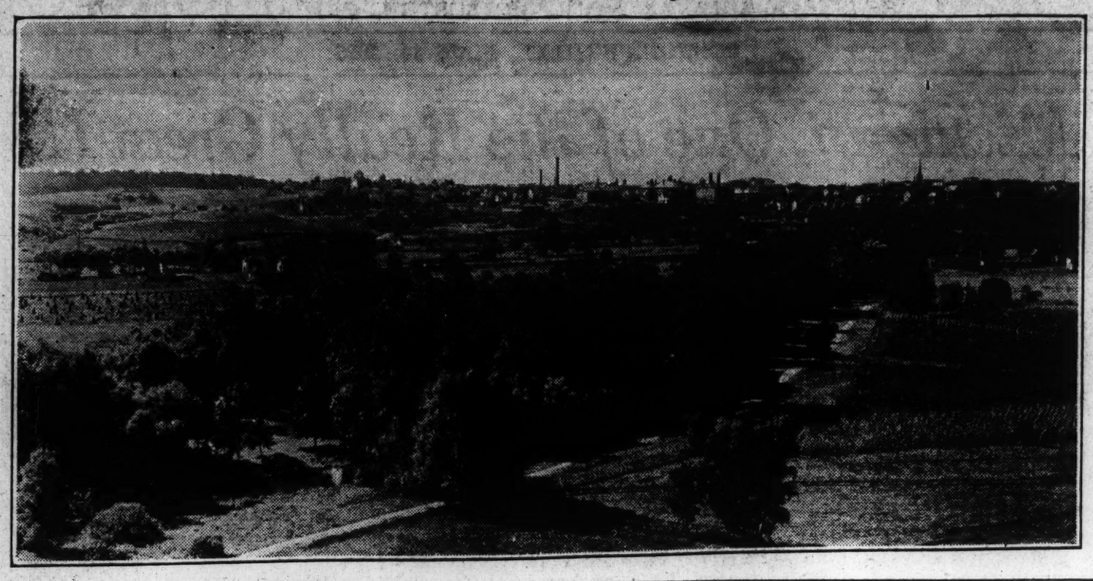
There are four golf courses in the neighborhood of Ann Arbor, two nine-hole and two 18-hole courses. The hilly country makes for excellent golf. The river furnishes enjoyable canoe trips and there is a municipal beach for swimming. The city is but 10 miles from Whitmore Lake, while 16 miles distant is a chain of 12 lakes connected by the Huron River, which flows down to Ann Arbor and on to Lake Erie.

The University of Michigan is the chief enterprise in the city, for its 12,500 students, 1000 faculty men and nearly 1000 employees constitute a large proportion of the city's population, although the students are not included in the census total. The land and building equipment of the university is estimated at about $25,000,000 and the yearly operation cost is approximately $4,500,000.

During the 88 years of its existence the university has been attended by 70,195 students, of whom more than 50,000 are still in touch with it. During the past four years the State has appropriated $8,900,000 for new buildings, ground and equipment. In the same period gifts of over $3,000,000 have been received by the institution. Among these are the William L. Clements Library of American History, the Lawyers' Club and dormitory, a gift of William Cook of New York City. The university library is the third largest college library, containing nearly 600,000 volumes.

The larger industries of the city produce steel balls and bearings, radios, broaches and broaching machinery, commercial balers, mill work, furniture, gasoline gauges, lamps and shades, automobile parts, scientific instruments and apparatus.

Ann Arbor, A View Dear to the Hearts of All "U. of M. Grads"



Past Year Memorable in Annals of D. A. R. History in Michigan

Marked Twenty-Fifth Anniversary of the State Society Which Now Has Fifty-Seven Chapters With Membership of About 5000

By MRS. EDWARD C. SMITH
State Historian of the Michigan Society of Daughters of the American Revolution

Flint, Mich.

THE year 1925 is memorable in the annals of the Michigan Society, Daughters of the American Revolution, for it marks the passing not only of the thirty-fifth anniversary of the national society, but also the twenty-fifth milestone in the state society. Time has demonstrated the wisdom of its founders and the worth of its existence by the work it has accomplished.

It was on Jan. 23, 1900, that the Daughters of Michigan first assembled in conference. Since that time the organization has steadily grown until today there are 57 chapters with a membership of about 5000 daughters in the state society, which was incorporated Nov. 18, 1916.

The World War converted Michigan daughters into a "working unit" with their Regent, Mrs. William H. Wait, as commander. Her talents were requisitioned by the National Society which appointed her Publicity Director War Service Relief Committee. During that period the national society executed a stupendous amount of work. While Michigan ranked ninth in the number of Daughters belonging to the national society, yet she was in sixth place in her capacity for giving and serving.

Reconstruction Period

The administration of Miss Alice Louise McDuffee (1919-1922) can be called the "reconstruction period." With the coming of the armistice, the energy of Michigan Daughters was devoted to the problems of reconstruction and readjustment. Outstanding work for the foreign-born was inaugurated, making Americanization work the brilliant achievement of Miss McDuffee's régime.

Mrs. L. Victor Seydel's administration is known as the "memorial period." During the time of her regency (1922-1925) hundreds of trees were planted and dedicated as living memorials to the honor of the gold star boys. A perpetual scholarship of $5000 cash, known as the D. A. R. War Memorial Scholarship, was established in the University of Michigan. It was founded as a memorial to Michigan soldiers who paid the supreme sacrifice during the World War and is designated for the use of worthy Michigan boys. Also as memorials there was furnished a room at Roosevelt American Legion Hospital in Battle Creek and a room was finished and furnished at the Tamassee Industrial School at Tamassee, South Carolina.

The régime of Mrs. Lucius E. Holland, present state regent, is chiefly interested in helping to finance the new auditorium which the national society is about to build in Washington, D. C. It has been decided to call the building "Constitution Hall" because the national society feels that it is urgent that protest be made in the name of the founders of the American Republic against attacks upon the fundamental law. To date Michigan Daughters have purchased a box in the new building as a memorial to Mrs. Wait, have bought many chairs at $150 each, have subscribed $55,000 in bonds and have given a large sum in cash donations.

Now Compiling Statistics

Co-operating with the Michigan Historical Commission, many chapters are compiling vital statistics from authentic sources, as there are no records of this kind in the State's archives prior to 1867. Already many thousand records have been copied from data which have been found on old tombstones, in church and county records, in old Bibles and newspaper files. Noteworthy results are being accomplished along historical lines. Various chapters are collecting, compiling, and publishing Indian legends, stories of early settlements, the history of pioneer families, biographies of prominent people, records of the Revolutionary soldiers buried in Michigan, and the military records of the Michigan soldiers in all wars.

Chapters located in cities where there is a large foreign population are doing extensive Americanization work. Many prizes for the best essay on historical subjects and to the students standing the highest in the study of American history in the schools are given.

All chapters foster the best in American art, music, and literature. They are leaders in sponsoring the Children and Sons of the Republic clubs to which any child is eligible, and chapters of Children of the American Revolution, each member of which must be descended from a Revolutionary ancestor.

DETROIT COTTAGE INDUSTRIES AIDING WOMAN IMMIGRANTS

By ETTA S. WILSON,
Chairman, Conservation Committee, Louisa St. Clair Chapter, D. A. R.

Detroit, Mich.

SEVERAL years ago members of Louisa St. Clair Chapter, Daughters of the American Revolution, saw the need of a medium whereby the artistic home products of women newly arriving from overseas might find a market. A small beginning was made under the name of Cottage Industries, fostered by the Americanization department of the chapter.

The idea was cordially received and eventually a shop was established. Beautiful and unexpected articles, fascinating handicraft from many lands arrived in surprising and increasing numbers. Hand-wrought jewelry, ancient shawls, tapestries, rugs, laces, linens, real treasures many of them with interesting histories, found their way into this shop.

In addition orders are filled for every kind of fine needlework, for restoring and repairing old laces, or making new designs, mending bead bags; in fact, fine hand craft of every kind is available through this shop.

There are no profits. The benefits are for the foreign worker. Occupying a shop in the Women's City Club building under the supervision of Mrs. Heman E. Grant, the business is managed at cost, with but one paid employee, a clerk.

But the plan was not entirely pecuniary. The primary motive was the desire to come into closer relationship with the women of foreign birth. Because the key to friendship and understanding is often found over the needle, an outgrowth of the Industries, with the International Institute of the Y. W. C. A. assisting, was the formation of the Cosmopolitan Women's Club, with Mrs. Charles H. Mooney chairman.

Starting with a group of 14 women representing eight nationalities, the club now numbers 160 members, representing 35 nations. Yearly dues are 50 cents and "Louisa" supplies $100 annually for emergencies. Many of the members are graduates of European universities and most of them speak several languages. Meetings are held monthly in charge of the various groups.

There is always a Christmas party and once a year a "costume party" is given, the ensembles being of the styles and fashions of the native lands and some of the costumes are heirlooms of great value and artistic worth. Then there is a "Homelands" exhibit, in which the crafts and customs of various nations are a feature.

COLLEGE TOWN IS FACING BUSY YEAR IN FACTORIES

Ann Arbor Has Only 11 Manufacturing Concerns, but Nearly All Are Operating at Capacity

Ann Arbor, Mich.
Special Correspondence

ANN ARBOR—the city where commerce and education meet—is facing one of the most prosperous years in its brief industrial history, according to local manufacturers. There are only 11 manufacturing concerns in Ann Arbor, but practically all of these are operating at capacity, with plenty of orders on hand and good prospects for the future.

Ann Arbor's first industry, and for many years its greatest, was organized in 1897. The others are comparative youngsters, the oldest being incorporated in 1909, 12 years after the Michigan Furniture Company opened its factory. Several factories have been opened since the war, and one, which has made notable progress, was launched in September of 1925.

Though chiefly an educational center, Ann Arbor also is dependent to a great extent upon its industries. While the pay roll of the University of Michigan amounts to from $250,000 to $300,000 a month, or $3,000,000 a year, most of which is expended locally, the city's industries contribute almost as much.

Steel balls and ball and roller bearings are produced by Ann Arbor's greatest industry, the Hoover Steel Ball Company, which employs 650 workers, with $800,000 annual pay roll. Production this year is expected to approximate $3,000,000. Approximately 3,000,000 piston pins are turned out annually by another firm, the Machine Specialty Company, which recently has branched out into the radio field, producing a low-priced receiving set. The piston pins are supplied to automobile manufacturers and replacement concerns in the United States and Canada. The firm's annual pay roll amounts to $100,000.

One of the largest makers of baling presses, the Economy Baler Company, is located here, employing 85 workers at present. In addition to balers, the firm's output includes a cotton compress, market for which has been established in Texas and elsewhere; also a type of waste basket, such as used on city streets.

Nineteen hundred gasoline gauges daily is the output of the King-Seeley Corporation, which employs 115 hands, chiefly women, with annual pay roll of $170,000. Drilling machines which are marketed throughout the world are made here by the Buhr Machine Tool Company, Ann Arbor's infant industry, with 30 to 35 employees.

Another young industry, the American Broach & Machine Company, employs 45 persons in the production of broaching and other machines. The Ann Arbor Foundry Company makes castings which are distributed chiefly in Michigan.

Factory Buildings

MANY manufacturers distribute Units of their plants. Might it not pay you to do so; or, are you, perhaps, launching a new enterprise? I have, near the manufacturing town of Eaton Rapids, and only fourteen miles south of Lansing, Michigan, two buildings of solid cement construction, one 200x50, 24 feet to the eaves; the other 80x40, same height, steel, trussed roof. Ten or more acres of land available for expansion or housing projects. New York Central siding on property.

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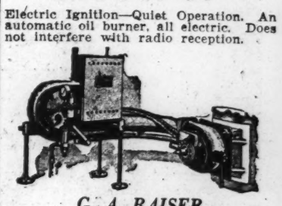
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STATE BUILDING MUSICAL FUTURE

Hearing and Performance of Good Music by Citizens Encouraged

By EARL V. MOORE
Professor of Music, University of Michigan, and Director of the University School of Music

Ann Arbor, Mich.

IF IT be true that the factors most essential to the development of the musical life of a state or community are the opportunities of hearing good music performed, and of learning how to perform it, Michigan is laying the proper foundations for a genuine and widespread appreciation of the art.

Of outstanding importance during recent years is the attitude of the State Department of Public Instruction toward music, which was reflected in the creation four years ago of the position of deputy superintendent of public instruction in charge of music. Under the leadership of such distinguished figures in public school music as John W. Beattie, at present head of the department of public school music in Northwestern University, and his successor, John C. Kendal, formerly superyisor of music at Denver, Colo., music has been placed upon a high level in the secondary schools, and particularly in rural districts.

The vision of these men has given rise to a coherency and direction in musical instruction in the schools which had hitherto been of a fragmentary or entirely nonexistent order. The qualifications for music teachers in secondary education have been raised and through the use of standardized courses in music appreciation, music memory-contests, etc., the contact of both teacher and student with music has been definitely increased.

High School Contests

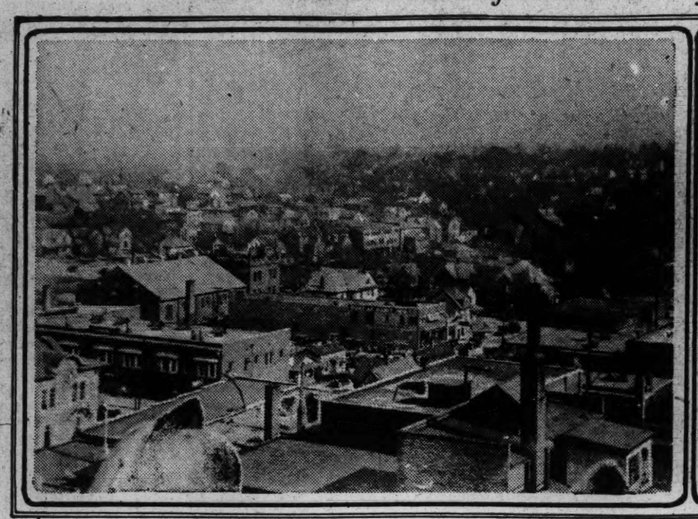
Interest in public performance on the part of individual students, or in choral or instrumental groups, has been stimulated by the organization of contests for glee clubs, orchestras and bands from the high schools. The music deaprtment of Central Michigan Normal at Mt. Pleasant pioneered this development, and for a number of years successfully conducted a state-wide contest which brought such beneficial results and such increased interest that it was necessary to organize this movement on a sectional basis to provide for all who wished to enter. In a similar manner and under the auspices of the Deputy Superintendent of Public Instruction, the denominational and junior colleges are organized for similar contests in which music of greater difficulty is put forward.

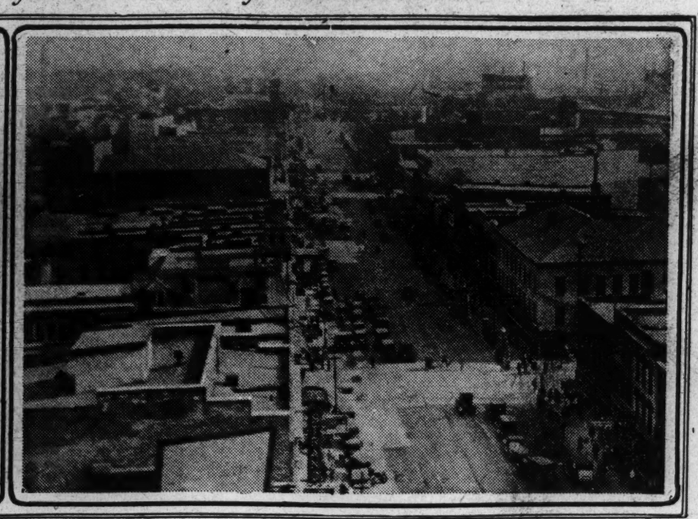
Upbuilding Taste

The second factor in the musical life of Michigan, though in a sense predicated upon a purely commercial basis, is none the less important in a consideration of the artistic assets of this State. The concert activities during the season in Flint, Grand Rapids, Saginaw, Bay City, Lansing, Kalamazoo, Jackson and Ann Arbor, to name only a few cities, contribute generously to the upbuilding of taste in music as well as providing wholesome, interesting entertainment.

The best in music is thus brought to our doors and, more important still, at prices which are not prohibitive for the children of moderate means. Women's music clubs, civic music associations and private managers have done a work of pure altruism as well as conducting a successful commercial venture in making possible in the communities of this State the hearing of the better class of music.

Two Views Which Reflect the Activity in Pontiac, Busy Industrial Center





Industries of Michigan Helped Prohibition Win

State Constitutional Amendment of 1916 Adopted by Large Majority—Law Later Strengthened—Rum Smuggling Increasingly Difficult

By GRANT M. HUDSON
Representative in Congress from Sixth Michigan District

Mr. Hudson is sometimes called the "father of prohibition in Michigan." He was state superintendent of the Anti-Saloon League for 10 years, and led the forces that carried Michigan dry in 1916 with a large majority for constitutional prohibition.

Washington, D. C.

MICHIGAN'S fight for constitutional prohibition was but the repetition of that of every commonwealth that has outlawed the liquor traffic. It caught the vision in the early days of its statehood but was compelled, under the stress of those frontier days, to rescind its statutory prohibition and substitute for it a form of county local option.

Under this law, county after county eliminated the liquor traffic, which not content with being outlawed, continued its inroads upon the community and through illegal traffic caused the county to rescind its action and re-establish the legalized saloon. But no county after two or more years of freedom from the blight and damage of the saloon was content with its return and again the electorate would speak through the ballot and outlaw the traffic.

These counties realized, however, about 1907 to 1909, that to make their conditions permanent or even approaching the ideal that the county must not be an oasis among a group of wet counties and therefore there began a definite, concerted movement to join dry counties with dry counties.

Immediately a decided betterment of conditions from eve y angle was noticed, whether that angle was from the industrial or the commercial or the moral side. These dry counties had increased so in number, containing a large portion of the population of the State outside of Wayne County, that a movement was started in the Legislature of 1915 to pass statutory prohibition.

This seemed to be ill advised as it made state-wide prohibition a constant football of party elections every two years, and promised no abiding or permanent governmental policy on the part of the State.

Amendment's Passage

The real solution seemed to be a provision for a constitutional amendment. This was submitted and in the fall of 1916 was adopted by the people with an overwhelming majority. It was the first state of the Union, containing within its borders a great metropolitan city of close to 1,000,000 population, to adopt constitutional prohibition.

This state-wide effort for the constitutional amendment brought into line the great industrial forces of the State, who were tremendous losers through the presence of the legalized saloon and the liquor traffic, as well as other commercial interests and, of course, the united moral forces of the State.

There arose a contention, following the adoption of constitutional prohibition by a 67,000 majority and the passage of regulations making the amendment operative, that the amendment adopted by the State should not mean the exclusion of the manufacture and sale of brewed and vinous liquors.

This contention became so acute that a referendum vote was called for by the petition of the electorate defining the legal sale of the above beverages. This amendment was voted on something like a year and a half following the adoption of the constitutional provision, and was defeated by more than 207,000 majority.

Thus the issue decided in Michigan was clear cut, viz., that the electorate of the State desired the banishment of the manufacture and sale and importation within the State of all liquors containing an alcoholic per cent beyond one-half of 1 per cent.

Laws Strengthened

Michigan's industries, business and developments have continued at a marvelous rate under its prohibition policy. The Legislature has consistently strengthened the state laws, provided a state constabulary to assist in the enforcement of law until today we have a very effective and very satisfactory condition of enforcement of the prohibition law, unless it be in Detroit.

Michigan is confronted with a very serious condition because of its Canadian border frontier. Along the entire frontage of the Detroit River, Lake St. Clair and the St. Clair River there is furnished a great field for liquor smuggling and bootleggers.

However, with the help of the Federal Government that business is becoming more and more difficult and unprofitable. The old arguments within the State against prohibition have been completely annihilated by the results of these nearly seven years of prohibition policy.

There is still room for improvement in the penalties provided. As the years go on these difficulties will be remedied, but Michigan will take no backward step in this great social, economic and political reform.

PONTIAC OWES ITS GROWTH, IN LARGE PART, TO MOTORCAR

Essentially an Industrial City, Its Annual Pay Roll Is Expected This Year to Reach a Total of $8,000,000

Pontiac, Mich.
Special Correspondence

HERE, surrounded by one of the most naturally beautiful counties of Michigan, is located a city that is primarily industrial. To the automotive industry Pontiac owes much of its growth.

Two standard automobiles are manufactured here; engines for two other makes come from one of the leading factories; one of the Nation's foremost truck makers builds its products here and has made preparations for future growth. Finally, to supply bodies for the Pontiac-made automobiles, the Fisher Body Company maintains two of its largest factories in this city.

Many Serve Motor World

Around these major industries are grouped a host of smaller ones, many of them serving directly the automobile world. In addition many miscellaneous products come from Pontiac, including paint, varnish, radios and radio accessories.

From the plant of the Oakland Motor Car Company are shipped more than 500 complete automobiles a day. During the present year the company expects to produce 60,000 Oaklands and 100,000 Pontiacs. Both are General Motors products.

Nineteen years ago the owner of the Pontiac Buggy Works, E. M. Murphy, visioned the dawn of a new day in transportation. He organized the Oakland Motor Car Company and set aside one of the buildings of his company in which to make the first Oakland, a two-cylinder car equipped with a vertical motor.

The company was taken over by General Motors in 1909, and has grown until its factories now cover more than 1,000,000 feet of floor space, and give employment to approximately 3500 men. The Fisher Body Company, a subsidiary of General Motors, has recently turned out here as many as 571 bodies in a nine-hour day.

Annual Payroll of $8,000,000

Another of Pontiac's four largest industrial concerns is the Wilson Foundry & Machine Company. Here are manufactured engines for the Willys-Knight and the Overland automobiles, and engines for Federal Trucks. More than 4000 men have been employed during the past winter, with a payroll which will reach $8,000,000 this year. During the week of April 12, 622 additional men were added.

This factory claims the world's record for gray cast iron, having poured a daily average of 320 tons over a period of weeks.

Fourth of the leading industries in Pontiac is the General Motors Truck Company. Looking toward expansion, the General Motors Corporation has purchased 160 acres south of the city limits, at approximately $238,000. It is expected this land will be used for additional truck factories in the next few years.

Pontiac Shows Rapid Growth Within the Past Ten Years

But Very Few Years Ago It Numbered 20,000 and Now It Is Approaching 52,000—In Center of State's Playground District

Pontiac, Mich.
Special Correspondence

COUNTY seat and center of population of Oakland County, Pontiac was, but a few years ago, a town of some 20,000. Today its people number above 50,000, thanks to the development of the automobile industry here.

Located in a section of the State rich in Indian lore, the city has taken its name from one of the most famous of the Red Men—Pontiac, chief of the Ottawas.

Oakland's beauty, with all its natural resources, was appreciated by the Indians, and from a small island in Orchard Lake, three miles west of this city, Chief Pontiac is believed to have directed the famous siege of Detroit by the Indian nations.

That island, Menahsogorning, now known as Apple Island, was so named by the Indians as the first apple tree brought to Michigan by the white men was said to have been planted there.

Center of State's Playground

Pontiac is 26 miles from Detroit, and in the center of Michigan's delightful playground. Around it hundreds of miles of improved highways spread over 900 square miles of rolling land, much of it still wooded, and dotted with 400 lakes, the largest of which covers more than 1200 acres. Eight of the county's largest lakes have a total area of 7.5 square miles.

Oakland County has become a year-around playground, particularly for residents of Detroit. Twenty-five separate golf courses are in use, including some of the finest in the Nation, and 11 state parks offer plenty of room for the tourist.

Millions of dollars have been invested in Oakland County in fine country estates. Men of wealth have erected here palatial dwellings in which no expense has been spared. James Couzens (R.), Senator from Michigan; Edwin Denby, former Secretary of the Navy; Edsel Ford, George Booth and Col. Edwin S. George, international traveler, and Hugh Chalmers are a few who have been inspired by the beauty of this county.

Surrounding Pontiac in all directions new communities of homes are being built up. More than 180 miles of hard-surface road alone are in use in the county, and beginning at Pontiac and running to the center of Detroit is the Woodward Avenue superhighway, a concrete road consisting of two 44-foot strips, each carrying one-way traffic.

Growth in Last Decade

Pontiac was settled in 1818. Ten years ago it was a small town, but by 1920 had grown to 34,000. Since that date its growth has been about 10 per cent a year, and its population is now nearing 52,000.

In 1920 the city adopted a new charter, which set up the commission-manager form of government. At that time Prof. Robert T. Crane of the University of Michigan characterized the new charter as one of the most carefully drawn he had ever seen, and described the new governmental machinery of Pontiac as better than any then existing in any city. Five years of this government have passed, and much progress can be seen.

In the city's five parks there are 263 acres of play space. A nine-hole municipal golf course was opened last year and ground purchased a few weeks ago for an additional nine holes. Plans are now being discussed for the establishment of a civic center where county and municipal buildings may be grouped.

Pontiac has an excellent school system, which has kept pace with the remarkable growth in population. Last fall a new junior high school costing $500,000 was opened, and 11 elementary schools are in use. Nearly 10,000 pupils are enrolled and the annual school budget exceeds $1,000,000.

City Has Many Churches

More than 25 churches are located in Pontiac.

Rotary, Exchange, Kiwanis and Lions Clubs, with the Board of Commerce, are all helping to build up a high civic consciousness. All the leading fraternal organizations have strong memberships here.

Women's clubs of the city are doing much to direct the study and appreciation of music and literature, and their work is co-ordinated to an extent by the City Federation of Women's Clubs.

In recent months the organization of neighborhood civic associations, and in some cases their rapid growth, gives further indication of growing municipal interest among the residents of the city.

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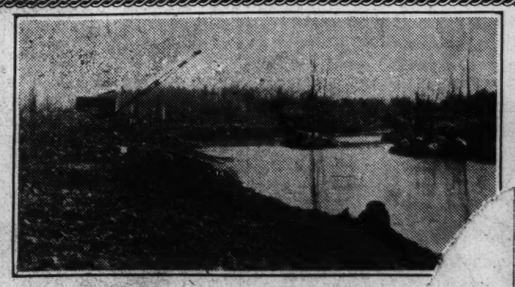
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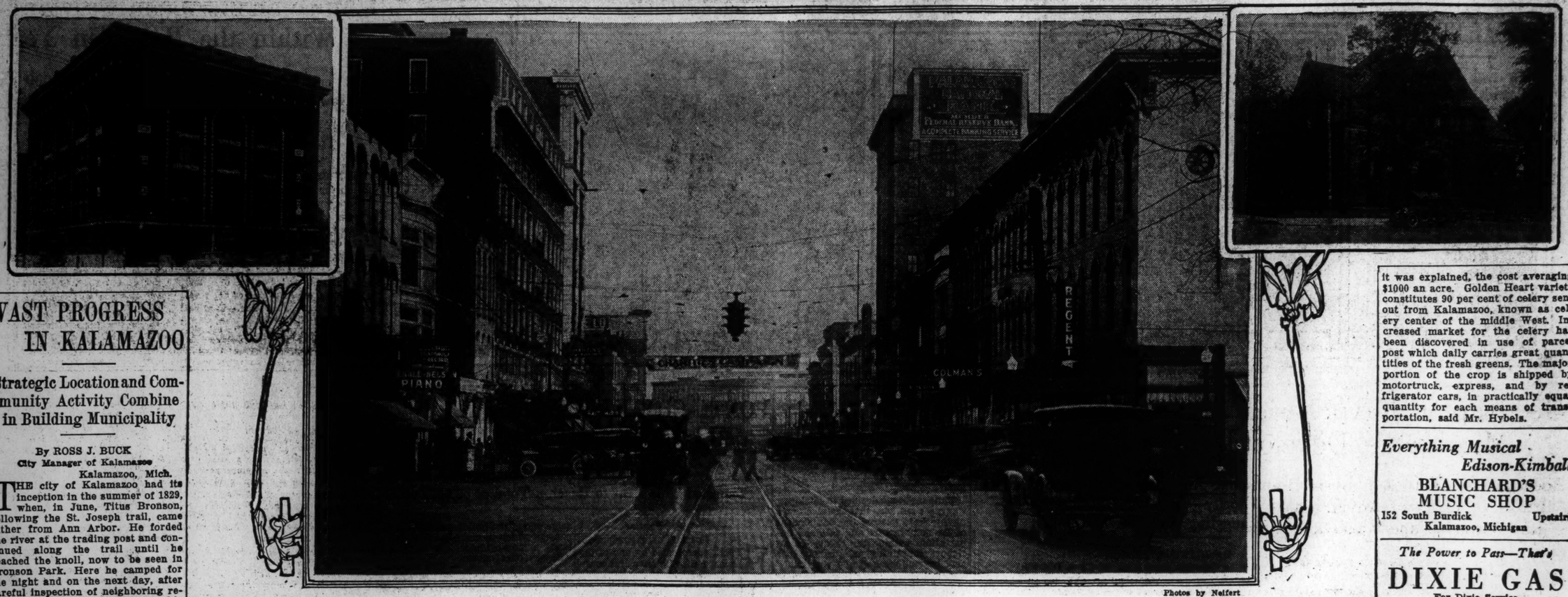
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Glimpse of Kalamazoo's Busy Down-Town District, With Its Ornate Masonic Temple on the Left and Its Comfortable Public Library on the Right



Photos by Neifert

VAST PROGRESS IN KALAMAZOO

Strategic Location and Community Activity Combine in Building Municipality

By ROSS J. BUCK
City Manager of Kalamazoo

Kalamazoo, Mich.

THE city of Kalamazoo had its inception in the summer of 1829, when, in June, Titus Bronson, following the St. Joseph trail, came hither from Ann Arbor. He forded the river at the trading post and continued along the trail until he reached the knoll, now to be seen in Bronson Park. Here he camped for the night and on the next day, after careful inspection of neighboring regions, decided to make this spot his home. He therewith moved to Prairie Round for the winter and in the spring went to Ohio for his family. With his wife and eldest daughter and brother-in-law, Stephen Richardson, he returned overland in an ox-drawn wagon.

The succeeding winter was passed in Prairie Round, but early in the spring of 1831 Mr. Bronson built a log house at the northwest corner of present Church and Main Streets. In June he entered the east half of the southwest quarter of Section 15 in the name of his wife, Mr. Richardson entering the west half of the same quarter. During that summer he laid out the town of Bronson and secured the location of the county seat of Kalamazoo County, which then included all the territory now known as the counties of Kent, Ionia, Allegan, Barry and Kalamazoo.

General Burdick, a native of Vermont, bought part of Mr. Bronson's village property and by 1836 other parties had bought controlling interest. It was in this year that the name was changed to Kalamazoo, a change which so chagrined Mr. Bronson that he disposed of his property, moved to Davenport, Ia., thence to Henry, Ill., and finally to Connecticut.

Pathway to Progress

The story of Kalamazoo for the first years of its existence is typical of most frontier towns and presents a picture of tireless and discouraging labors that succeeded slowly, but surely, in placing it in the front ranks.

There can be no mede of inconsistency in designating Kalamazoo as one of the principal industrial and commercial cities of the United States, and contributing to its standing are its ideal and strategic location, its excellent transportation facilities and its attitude of progressiveness and civic liberality. The city is an interurban center of western Michigan and that its railroad facilities are exceptional is indicated by the mere statement that 96 passenger trains leave Kalamazoo stations daily and that 2,100,000 tons of freight are handled here annually. Freight to and from Chicago and Detroit receives overnight service.

The annual output of Kalamazoo industrial establishments represents a valuation of fully $50,000,000. There are 83 factories. Kalamazoo has 14 paper mills, including what is said to be the world's largest mill for the manufacturing of book paper. In Kalamazoo more than 1,500,000 pounds of paper are manufactured daily. Kalamazoo is famous as a center for the production of celery, and from this city 500 carloads are shipped annually.

Here is established a great "direct to consumer" stove manufactory, the manufactory of musical instruments, regalia for fraternal organizations and many other smaller industries.

Active Chamber of Commerce

The Kalamazoo Chamber of Commerce is an efficient organization and is doing good work in promoting the industrial and commercial interests of Kalamazoo; co-ordinating individual efforts into a great force for the betterment of the community.

The public schools have attained a standard of administrative and pedagogic excellence that has won wide recognition. The plan of organization is the platoon system now popular in many American cities. Kalamazoo was the first Michigan city to make use of it.

The Western State Normal, located here, gives Kalamazoo children opportunities for higher education. Also Kalamazoo College has been continually conducted under the general auspices of the Baptist Church.

The church plays an important part in the city's life. There are approximately 25,000 people enrolled in church membership out of a present population of 55,000. There are 49 organized churches within the city, representing 28 separate denominations. The city is one of the leaders in the nation-wide movement to institute Bible study in the public schools.

Many Fraternal Organizations

Fraternal organizations are many in number and are listed among the city's principal institutions working for the betterment of the city. Masonic lodges top the list, followed by the Odd Fellows, Elks, Order of Eastern Star, patriotic societies, and other organizations.

The Kalamazoo Gazette, published daily by the Booth Publishing Company, and enjoying a high reputation, is one of the earliest newspapers of Michigan, being established in 1834. Besides the Gazette, there are three religious publications two college sheets, a Holland language semi-weekly, an art publication, and a weekly paper.

After years of operation under the Mayor-Council form of city government, with its accompanying ills, the citizens of Kalamazoo, on Feb. 4, 1918, adopted the present city charter, which provided for a form of city government known as the commission-manager form.

Since the adoption of this present charter the general-fund cash has been increased from $12,000 to $230,000; the general bonded indebtedness decreased from $440,000 to $130,000; the assessed valuation increased from $50,000,000 to $75,000,000; and the addition to the capital investment amounts to $250,000,000.

Many kinds of service for the benefit of the public have been instituted. The fire department has been motorized and the double platoon system instituted; improvement of police station to provide quarters for health department and city laboratory; many parks have been purchased and others given to the city which together provide a splendid park system; electrified the city water works and constructed new stations and wells; acquired a new municipal asphalt plant; began a program for the elimination of untreated sewage from the Kalamazoo River; paved 30 miles of streets; purchased new city hall site and municipal golf course; zoned the city and formed jointly with the Board of Education a department of recreation which is doing excellent work in all branches.

JUNIOR SAFETY COUNCIL

GRAND RAPIDS, Mich.—Major Robert C. Haven, director of the Grand Rapids Safety Council, also supervises constant activity of the recently organized Junior Safety Council of Grand Rapids. Children of the schools are members and are engaged in a contest to make as nearly perfect a safety record as possible during 1926.

CELERY MARKET AT KALAMAZOO

City's Annual Output Estimated at Between $4,000,000 and $5,000,000

Kalamazoo, Mich.
Special Correspondence

DEEP, fertile soil and cold spring water have, with man's patient toil, enabled this city to market annually between $4,000,000 and $5,000,000 worth of celery. So stated John Hybels, secretary of the Kalamazoo Celery Growers' Association, in an interview.

The fact that the muck is exceptionally deep makes celery more nourishing, it was explained, and the cold spring water that abounds in Kalamazoo refreshes the product, taking the field heat out of it, tending to make it sweeter and more tender and crisp.

In a small zone, including this city, 6800 carloads of grapes, valued at over $4,000,000, are produced in good years, it is reported. Last year's crop was reported to be largely a failure because of frost, but vast areas in this vicinity are being planted as vineyards.

In this city are 350 celery growers who have an average of from two to five acres, Mr. Hybels stated. They produce two main crops annually and many market a third "for hearts." Such intensive farming is imperative to obtain a reasonable yield from the investment in land, it was explained, the cost averaging $1000 an acre. Golden Heart variety constitutes 90 per cent of celery sent out from Kalamazoo, known as celery center of the middle West. Increased market for the celery has been discovered in use of parcel post which daily carries great quantities of the fresh greens. The major portion of the crop is shipped by motortruck, express, and by refrigerator cars, in practically equal quantity for each means of transportation, said Mr. Hybels.

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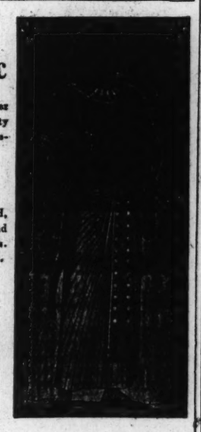
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Three Views Showing How Michigan Land Richly Rewards the Farmer Who Plants, Hay (Left), Winter Wheat (Center), and Oats (Right)



Geographic Favors Aid Michigan's Development

Location in Center of Great Lakes Region Brings Diversity of Advantages—Access to Raw Materials and Markets Greatest Boon

By KENNETH C. McMURRAY
Associate Professor of Geography, University of Michigan

Ann Arbor, Mich.

REFERENCE to a map of the Great Lakes region is a valuable introduction to the physical and economic geography of Michigan. Central position in the region as a whole, the peninsular character of the two major sections and separation by the Straits of Mackinac, unequaled frontage on the Great Lakes, including Michigan, Huron, Erie and Superior, and broad extent both in latitude and longitude, all may be seen at a glance. These facts are of great importance.

If, in addition, maps of geology and minerals, of soils and vegetation, and of climatic data are available, the major physical bases of human activity may be deduced. For as the State embraces and combines many physical resources, so, too, its economic activities are varied.

As a vital part of one of the world's great industrial and commercial regions, southern Michigan owes its importance to central location in relation to materials and markets and to superior connections with them. The ancient crystalline rocks of the upper peninsula furnish the basis of extensive mining operations, while in the south the different rocks provide coal, salt, and other valuable minerals. The glacial deposits which cover the whole State provide soils of great variety, and with great range in climate it is natural that a highly diversified agriculture has arisen.

Rôle of Great Forests

Great forests have played a prominent rôle in economic development, and forest areas now present a great problem as well as a potential resource. The combination of the extensive shore lines of the Great Lakes, the rough glacial topography with its thousands of inland lakes, the forests and the cool summer climate has made the State famous as a recreation area. With such variety of conditions, it is obvious that no generalizations for the State as a whole are possible. Any description must be based upon a division of the State into several distinct sections.

South of the latitude of Saginaw Bay and including the "Thumb" (Lower Michigan has a mitten-like form and the peninsula on the east of Saginaw Bay bears this designation) is a section of the State which has many points of unity. Its surface is made up of two major types, the old flat lake plains about the eastern end of Lake Erie and encircling Saginaw Bay, and varied glacial hills, ridges and plains elsewhere.

At the southeast corner lies Detroit, one of the most amazing examples of rapid industrial growth the world ever has seen. Many other smaller cities scattered through this section mirror the industrial expansion of Detroit on a smaller scale. The automobile industry is the major cause; indeed, Michigan is more highly specialized in this industry than any other state, but Grand Rapids furniture, Battle Creek cereals, and Kalamazoo paper illustrate the development of other lines of manufacture.

Chief Agricultural Section

This same region accounts for the greater part of Michigan's agricultural production. The dairy industry and the rearing of beef cattle, beet sugar production, the growing of fruits and vegetables, with many minor types give great diversity, economic stability and a remarkably high value to the total of farm production.

In spite of intensive development, both of industry and agriculture, this southern part of the State also is a great playground. The many great lobes of ice which pushed into the region from different regions left belts of rough morainic hills and knobs and, among these, depressions which now form lakes. The nearness of this section to the urban centers within this and adjoining states, along with the unsurpassed state and county highways, has resulted in a remarkable development.

The northern part of lower Michigan is very different physically and in economic progress. The glaciers which moved over this section were niggardly in their deposition of good soil materials. Great sections of sandy plain are found, especially in the central parts, and the higher latitude means a decided shortening in the length of the growing season.

Playgrounds Compensate

But poorer soils and cooler climate, while not conducive to such intensive agriculture as characterizes southern areas, provide the basis for recreational activities which really are just coming to realization. This is the forest region which made Michigan pine famous. Fire and the ax have destroyed the forest in most part, but much of the area still has remnants of woods. With the beginning of adequate fire protection, with extensive replanting of trees, and careful administration of conservation measures, the possibilities seem almost unlimited.

The deeply indented coasts, the broad sandy beaches, the thousands of inland lakes, and the varied topography combine with cool summer climate and a very sparse local population to give that change of landscape which is the basis of recreation. Fishing and resorting now are the chief industries in many northern sections. While northern Michigan long has been famous in this sense the day of real development is just beginning, for the expansion of the state trunk highway system now gives easy access to most parts.

An important area which forms a strip a few miles in width along the western coast, is distinct from the main body of the State. Great stretches of sand dunes fringe the beach in many places, and with their peculiar topography and motion are strikingly attractive. Back of the dunes is a narrow belt in which the modifying influence of the lake has so reduced the danger from frost that fruit growing has become a major industry. This narrow strip with its lake frontage, dunes, and fruit growing in many respects is the most attractive part of southern Michigan. The completion of the West Michigan Pike has had much to do with its recent recreational development.

Upper Peninsula District

In most respects the upper peninsula is entirely distinct from lower Michigan. In an economic sense it is isolated, and there are no large cities. Much of it is more closely allied physically and economically with Wisconsin and Minnesota than with lower Michigan. On the whole it is very sparsely settled. There is wide variety of surface, ranging from great swamps to real mountain scenery.

In the northern and western parts the ancient crystalline rocks assert themselves in the Porcupine Mountains, the Copper Range, and other elevations, while isolated hills or low mountains are widely dispersed. Glacial action was unable to subdue these resistant rocks entirely. Lumbering still flourishes in many sections, this being one of the great sources of hardwood lumber supply. Extensive areas of virgin timber remain, so that the original natural landscape can be viewed here and there.

Farming has gained a strong foothold only in a few sections and the greater part of the surface still is wild and unsettled. This is a great recreational ground, especially in its more isolated parts, for while the State has made great progress in the building of fine highways, there still are many inaccessible parts. The mining towns such as Houghton, Marquette, and others, are of unusual interest, though their influence is but local, and great tracts still remain practically free from human exploitation.

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Special Correspondence

MASTERS of the elements—the winds, the seas, the fogs, the ice—Michigan's picturesque commercial fishermen remain almost alone as representatives of that hardy outdoor race which conquered the wilderness in face of the vicissitudes of nature.

Today the erstwhile lumberjack who swung his ax from dawn to dusk through bitter cold or with the sun glittering on the snow-covered evergreens is a farmer or factory worker; the riverman, famed by novelists, who trusted to a pikepole, rolling logs and personal agility, is but a memory; the pioneering farmer who had to cut down trees with which to build his log home has every modern convenience.

But the fisherman, day in and day out, through all seasons, must put out in his little boat to lift his nets for the day's catch. For Michigan's commercial fishing industry is of some proportions.

The last complete statistics for the industry are for 1923. That year Michigan fishermen caught 19,288,525 pounds of fish of 19 species, principally lake trout, whitefish and herring, sold on the market as smoked fish or smoked "whitefish." For the year's catch the fishermen received a net return of $1,673,677; in taking it 728,738 nets or gangs of hook and line equipment and 824 boats were used.

The total amount of money invested in the equipment, considering depreciation, was figured at $2,007,175. No statistics were available as to the number of men employed, but the Michigan Fisherman, publication of the Commercial Fishermen's Association of Michigan, estimates the number in the neighborhood of 2000, the average boat using two or three men.

It is difficult to say whether or not the industry is growing in this State. At least it is holding its own, for while fishing is becoming poorer, the demand for fish is constantly growing, bringing higher prices and making business pay despite the increasing difficulty of making a good catch.

Through the winds, the seas, the fogs and the ice, the fisherman is not merely a man who fishes. He is his own engineer, captain, crew and cabin boy. Back in the shanties his fingers are deft in the repairing of nets with twine as fine as thread. He is a business man with a product to sell, with a valuable boat, miles of netting and countless other things in his possession.

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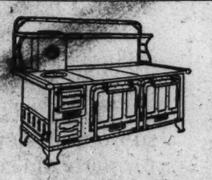
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Left—One of the Large Furniture Factories. Center—Furniture Exhibition Building. Right—Roofing Factory (Photos by Camera Shop).

INDIAN MOUNDS HELP TRACE SHIAWASSEE COUNTY HISTORY

Fur-Trading Pioneers Found Low, Circular Earthworks With Entrances—Builders Probably Related in Culture to Ohio's Tribes of Centuries Ago

Owosso, Mich.

IN THE year 1822, by the order of Governor Cass, a small bit of territory in central Michigan was set off and named Shiawassee County, its only inhabitants being a few hundred Indians, some fur traders, and occasional visitors from the more thickly populated regions of the State.

Some thousands of years before, a great sheet of ice hundreds of feet thick came down over the peninsula of Michigan, and in its advancing and retreating left three wide ridges of low and rolling hills across the southern half of what was to be in 1822 the County of Shiawassee. At a final stage in the glacier's retreat it blocked the entrance to Saginaw Bay for a few centuries, creating a great glacial lake whose clear icy waters lapped the shore in the northern part of the county, about on a line stretching from Carland, to Henderson, West Haven, Hazelton, and on into Genessee County.

This lake deposited silt on its bottom, and when it subsided a level plain emerged from the waters which now forms the northern part of the county and almost the whole of Saginaw County. Thus are the hills and valleys, the plains and rivers of the region explained by those who have studied the subject.

Perhaps 1000 years ago, perhaps much longer, the first Indian wandered into Shiawassee County and found a dense forest of oak, beech, elm, and maple, with pine in the northern part on the old lake bed and southward up the shores of the Shiawassee River probably as far as Owosso. These pioneer Indians left records of their presence in the shape of low, round mounds, and circular earthworks or walls, with entrances, and a ditch on the outside. One of these earthworks was near the old town of Newburg on the Shiawassee River.

Mound Builders

The Indians whom the white men found in possession of the region did not erect mounds and earthworks, and who the builders were will probably never be ascertained. Whoever they were, they were probably related in culture and perhaps in race to the prehistoric Indians of Ohio, as is indicated by articles taken out of the mounds, many of which may be seen in the Museum of Anthropology of the University of Michigan, which is carrying on excavations in various parts of the State.

Many of the mounds of the Grand River Valley occur in groups of threes, and the discovery of three small mounds at the apexes of a triangle about five miles west of Owosso a short time ago, indicates that the prehistoric occupants of Kent County and vicinity wandered as far eastward as Shiawassee County.

The white pioneers found the Chippewa Indians in possession of this part of the State, but in 1819 they ceded to the Government all the land they had claimed in the lower peninsula with the exception of a few reservations, and retaining the right to hunt and fish in the ceded territory until such time as the land was settled.

Although the Chippewas laid claim to the region before the coming of the white settlers, roving bands of Sauks, Ottawas, and Potawatomies were occasional visitors, in later times intermarrying with the Chippewas and among themselves. The white settlers found them peacable and accommodating for the most part, often receiving help from them in times of need.

Welcomed by Indians

One of the first comers to Shiawassee county wrote of them, "They were hospitable, honest and friendly, although always reserved until well acquainted, never obtrusive unless under the influence of intoxicating drink. They subsisted chiefly by hunting, although all had summer residences where they raised corn, potatoes, turnips, beans, and sometimes squashes, pumpkins and melons."

In 1837, Bela Hubbard, of Detroit, in company with Dr. Houghton, the state geologist, and others, made a canoe trip down the Shiawassee River from Byron to Bay City. From Byron to Owosso their way lay mostly through lands heavily timbered with oak, maple and beech. They passed many Indian encampments, with huts constructed of poles and thatched with bark, and some of their clearings stretched for several continuous miles, and many acres bordering the river were covered with maize, or Indian corn.

Indian trading posts were frequent. Five miles above Shiawassee town was a small Indian village, on what was known as the Knaggs reservation, and a short distance from here was a trading store, operated by an agent of the American Fur Company. Passing through Corunna, they found it to contain but one log house, with about 20 acres of land cleared for cultivation.

Naming of Owosso

Three miles below was located the village of Owosso, "already a thriving settlement, containing a dozen log buildings, one frame one and a saw-mill." A mile below Owosso they passed the last of the white clearings, where they entered the unbroken forest which stretched away to the north.

The word Shiawassee is said to mean "twisting and winding river," and according to one authority its original pronounciation was "Azh-ah-o-essi." Early pioneer writers record the existence of a band of Indians called "Shiawassee Indians," who had their headquarters around Muskegon. There was also a "Chief Shiawassee," but whether the county received its name from the Indian tribe of that name, or whether that tribe originally lived in the vicinity and received its name from the white settlers on that account, is not known.

The site of the city of Owosso was known to the Indians as Che-boe-wating, or Big Rapids, and was the summer home of Chief Wosso, who headed a band of Chippewas. About 1837 the white settlers at "Big Rapids" decided to change its name, and to call it after the chief, whom they all were acquainted with, and for the sake of euphony, prefixed the letter "O" to "Wosso," whence the name of the chief city of the county.

E. G. P.

BENTON HARBOR HAS PARKS AND BEACHES

BENTON HARBOR—Benton Harbor, gateway of Michigan's orchards to Chicago and other markets, is beautifully located on one of the prettiest and most historic harbors of the Great Lakes.

The city, lying between two rivers, is surrounded by resorts, parks and beaches that are visited annually by thousands of people from every state in the Union, and has been famous for years for its beautiful scenery. Scenic paved highways make it accessible to motorists from all points.

Benton Harbor is also the market for the largest fruit district in the world (exclusive of citrus) and its industries are actively engaged in the manufacture of nearly a hundred different articles, due to very satisfactory labor conditions and excellent transportation facilities.

Schools under the management and direction of capable educators afford opportunities of education second to none, and provide a range of vocational training that is almost unlimited. Beautiful churches and country clubs afford social activities for the inhabitants.

Grand Rapids to Utilize River in Its City Beautifying Plans

Several Miles of New Park Areas Are to Be Developed—Citizens Observing Artistic Standards in Homes and Their Surroundings

By CHARLES W. GARFIELD
Chairman, City Planning Department of Grand Rapids

Grand Rapids, Mich.

GRAND RIVER traverses the central area of the city of Grand Rapids, and is æsthetically its greatest asset. Gradually the city is obtaining control of the borders of the river and they will be utilized for several miles as park areas with a water frontage. Dams will be so constructed as to give the city complete opportunity for water sports.

The city planning department, under the comprehensive plan adopted, is looking well after the height and area limitations so as to add to beauty and safety. Grand Rapids is a city of home owners and they are gradually becoming alive to the fact that money invested in a landscape plan for the home grounds is as important as an investment in an architect's plan for a house.

The playgrounds of our city are admirably located and they are not only playgrounds but through wise embellishment are becoming beauty spots in the city.

The erection of a fine stadium, taking advantage of an attractive basin in one of the parks, will be an acquisition of interest.

Hodenpyl Woods was given to the city as an example of a virgin forest with all its delightful accompaniments and lies on the border of the city and is unique in its appeal to the lovers of nature.

A view, which can be obtained from the heights on its western border, exhibits Grand Rapids as a forest city, the result of the extent of the aboreal features.

The city has been fortunate in having a superintendent of parks, Eugene V. Goebel, with broad vision, who has for many years given wise counsel to home owners in the ornamentation of their premises and preventing inartistic combinations. This kindly and timely advice has made a great impress upon the appearance of the city and awakened a justifiable pride in its landscape features which visitors comment upon with appreciation.

The Grand Rapids Park and Boulevard Association has large powers under the statute adopted by a friendly legislature, and was very active before the Great War and obtained extensive park and avenue areas held in trust for the city. A period of quiescence during the war has been followed by awakened activity, and much attention will be given to the acquirement of desirable properties for parks and parkways in the country surrounding the city and in co-operation with the city planning department every opportunity will be employed to adjust the environs of the city to the æsthetic development within its borders.

The sentiment is dominant in our community that a beautiful city of home units and attractive landscape features is more to be desired than great population and phenomenal industrial development.

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BANGOR, Mich.—Bangor is situated in the center of the famous Michigan apple district and claims the distinction of being the only Michigan town to ship a solid trainload of apples in one day. In addition to the thousands of trees now bearing, on every side of Bangor will be found hundreds of acres of new orchards. The apple industry is growing larger each year. Attracted by the numerous near-by lakes, thousands of resorters are spending their summer vacation in this vicinity each year. Bangor is 11 miles from South Haven.

Bangor has the oldest savings bank in the county, with resources of over $1,000,000. Eight churches are in a flourishing condition. The Bangor schools are on the accredited list of universities.

KALAMAZOO COLLEGE, PIONEER OF STATE'S HIGHER EDUCATION

Kalamazoo, Mich.
Special Correspondence

AN EDUCATION without religious anchorage and control within the individual life is not only imperfect but dangerous. That is the expressed conviction of Kalamazoo College, founded in 1833 as one of the first co-educational institutions of higher learning in the country.

Limited to 400 in the student body, 75 per cent of the alumni are sent out into the United States and to far places to serve as teachers, preachers, and missionaries, said Dr. Allan Hoben, president, who is widely known as a professor of sociology.

"What does Kalamazoo College mean to Michigan?" Dr. Hoben was asked, and he wrote this reply:

"Kalamazoo College, which was founded in 1833, was the pioneer of higher education in the territory. Its present meaning for the State lies in the fact that its aim is wholly that of personal education in a congenial fellowship as distinct from the more mechanical methods imposed by great numbers.

"Being an endowed college it was able to carry part of the educational burden without cost to the State and to escape the dangers of political connection. Freedom of this sort will probably be of increasing value to the Commonwealth.

"Kalamazoo College is dedicated to the proposition that education must have moral purpose and religious outlook in order to justify itself and to serve mankind. Therefore, in the faculty personnel, in regular religious services, and in a friendly atmosphere it strives to cultivate wisdom and charity and high resolve along with the standard discipline of a liberal arts course."

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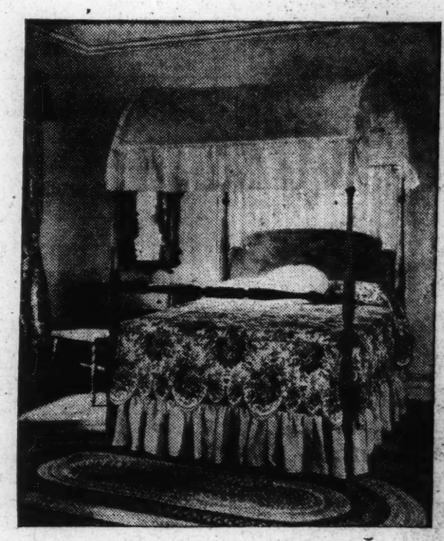
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1—Onions (Photo by Hall); 2—Squash (Photo by Hall); 3—Sugar Beets Near Menominee; 4—Cantaloupes in Western Section (Photo by Hall); 5—Wayne County Beans; 6—Grapes (Photo by Hall).

Michigan's Divers Crops Make High Farm Valuation

Prolific in Live Stock, Fruits and Vegetable Production on Large Scale

By R. S. SHAW

Dean of Agriculture and Director, Experimental Station, Michigan State College

East Lansing, Mich.

IN MICHIGAN, agriculture is but one of five great industries including manufacturing, lumbering, mining and marine, all of which are sufficiently developed to be of importance in State, interstate and international trade. The State could exist as an isolated empire and still enjoy all the reasonable comforts and luxuries of life except for citrus fruits and cotton.

The agriculture of Michigan is greatly diversified. In 1920 her livestock valuations amounted to $204,258,263, including horses, mules, cattle, sheep, swine, poultry and bees, occupying suitable relationships in regard to market demands. At this time the cereals and other field crops, including fruits and vegetables, were valued at $404,044,810. The various crops in terms of quantities rated among other states as follows, viz.: Corn sixteenth, wheat twentieth, oats twelfth, barley eighth, rye second, buckwheat fifth, beans first, potatoes fifth, vegetables twelfth and sugar beets second.

The agriculture of Michigan may be properly divided into two parts because of the extent of the development of horticulture. By the last census her orchard tree fruits for 1919 were valued at $26,129,793 and vegetables at $65,096,550. Among all other states in order of quantities produced, Michigan had the following rating, viz.: Total orchard fruits third, total small fruits second, apples second, peaches fourth, pears third, plums eighth, cherries fourth and grapes third. The Michigan fruit belt has a decided advantage in that it runs north and south, thus extending the marketing period over a period of three to four weeks. The possibilities of the development of this industry in the State are still very great.

Grows Garden Seeds

In addition to the agricultural products already noted, Michigan is noted for the production of contract garden seeds, cucumbers for seed and pickling, products of the field and garden for canning, ginseng, fiber-flax, peppermint oil, chicory, celery, maple syrup and sugar, flowers and plants, nursery and greenhouse products.

It is apparent, therefore, that Michigan occupies an enviable place as to the variety and value of her agricultural products and that great possibilities for further development are still open, as only 51.7 per cent of the entire land area is included in farms.

Michigan is twenty-first in land area in the United States and seventh in population in 1920 with 3,668,412 inhabitants. The land area of the State is 57,980 square miles, including 500 square miles of inland water surface. The land area in terms of acres is 36,787,000 acres, with 18,940,614 acres or 51 per cent in farms and only 12,832,000 acres of this classed as improved or tillable land. Those portions of the farms classed as unimproved represent standing timber, cutover woodlands or undrained areas.

The 17,846,386 acres of land not in farms in the State may be divided into four classes, viz., timber lands, cutover timber lands, sand lands and undrained areas. Aside from farm wood lots in farms estimated at 3,217,000 acres, the open timber area is approximately 4,300,000 acres and is owned in small tracts by private persons or as enormous areas in the hands of companies or corporations.

Group two, including the cutover timber lands, comprises from 7,000,000 to 10,000,000 acres, including the heavier soils which produced hardwood timber and the lighter soils upon which some varieties of coniferous trees only grew. The proportion of agricultural land in this class has not been fully determined as yet. In like manner the sand land group contains land useful for farming, but much of it should be reforested.

The fourth group includes 4,400,000 of unreclaimed swamp land which, when drained, will form one of the most valuable assets of the State, as these muck soils under the environmental meteorological conditions which prevail can be made to produce special crops of high commercial value. The 1920 census shows that 3,156,632 acres of the improved land in farms has been artificially drained and that the total area under organized drainage projects is over 9,000,000 acres.

The upper peninsula of Michigan comprises 10,682,240 acres, and it has been estimated that over 65 per cent of this is agricultural land. The number of farms is rapidly increasing, and, while not generally a corn country, it produces cereals, legumes, small fruits and truck crops unexcelled in quantity and quality. It is now quite evident that this portion of the State will develop rapidly with dairying as an important factor in the program.

In 1920 there were 196,447 farms in Michigan, 5.1 per cent less than 10 years ago, with a continued decrease up to the present. This is due to combining two or more farms into one by purchase and also to the abandonment of sand land farms, some of which should never have been brought under the plow. The average acreage of Michigan farms on the date above given was 96.9 acres, areas too small for the most profitable production in a deversified agricultural system.

Farms Largely Owned

The 1920 census figures show that of all Michigan farms, 83.3 were operated by owners, 9 per cent by managers and 15.8 by tenants. Contrary to general opinion, we do not have a serious farm tenancy problem; in fact, during the past 10 years there has been a marked decrease in manager operated and rented farms in the State.

Michigan's farm mortgage indebtedness is not burdensome. In 1920 48 per cent of all farms were found to be free from mortgage, and the ratio of mortgage debt to farm value was only 34.3 per cent. The Michigan farmer did not feel the financial pinch of the last five years as keenly as the farmers of the grain belt states. Our diversified agriculture furnished relief which saved the State from agricultural bankruptcy.

Michigan farmers are favored with a big home market by those in her industries and has fairly easy access to the large markets bordering the State on the south, southeast and southwest.

Kalamazoo Schools Keep Pace With Nation's Best Standards

By E. H. DRAKE

Superintendent of Public Schools

THE last 10 years have witnessed noteworthy change, growth, and development in the schools of Kalamazoo, whose school system has kept pace with the most progressive and forward-looking systems of the country.

The main features of this change and development have been characterized by the educational theory that the school must be democratic and that the democratic school must provide the opportunity for creative activity, growth and normal development in actual life situations. The system is divided into four general departments:

1. The first consists of the kindergarten, first and second grades, which are united in what is called the early elementary department.

2. Grades three to six, inclusive, designated the later elementary department, are organized on the platoon plan, now popular in a number of large American cities. Kalamazoo was the first city to adopt this plan, outside of Gary, Ind., its originator. The plan of control and management places emphasis upon individual leadership and responsibility, the democratic schoolroom being the ideal, better citizenship being the goal striven for. Each child has the advantage of the varied capabilities of six different teachers.

3. Grades seven, eight and nine are designated the junior high schools. Kalamazoo was one of the first systems of the country to organize these grades under this plan. There are five such schools in the city, offering three general types of work—academic, commercial and pre-vocational. All courses are adjusted to minister to individual differences of students and constitute an exploratory field in which they find themselves and have the opportunity of adjusting to conditions to be found in their later schooling and afterlife.

4. Grades ten, eleven and twelve, the senior high school, are assembled in the Central High School Building. The opportunities offered in the junior high school are enlarged upon in the senior high school, with greater number of specializing activities offered. The enrollment of this school the present year is 1650.

The attendance is growing rapidly and will doubtless soon reach a total of 2000. The high school has been on the accredited list of the University of Michigan for more than a half-century and during this period has been one of the outstanding high schools of the country.

Throughout the school system children are carefully classified and the presentation of the course of study is such as to adjust to the individual differences of the children. The atmosphere of freedom exists throughout, pupil participation in government and control being one of the main ideas set forth.

During the past six years Kalamazoo has adopted one of the largest building programs to be found among the cities of the country of corresponding size, 14 new buildings or additions to old ones having been erected at a cost of nearly $3,000,000. Every subdistrict of the city has had either a new building or a remodeling of the old with a new addition.

The Lincoln grade and junior high school building and the senior high school building stand out pre-eminently for size, adaptation and equipment. The senior high school possesses one of the finest auditoriums to be found anywhere. It is used as a community auditorium as well as one for the high school students. The Woodward early elementary building is considered a model up-to-date building for children of the kindergarten, first and second grades.

Within the four general departments above mentioned the special activities are splendidly developed, including a well-equipped, efficient manual training and pre-vocational department, a household arts department and a health department.

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GRAND RAPIDS' OUTLOOK BRIGHT

Position of City as Furniture Center Has Brought Many Developments

By ELVIN SWARTHOUT
Mayor of Grand Rapids

Grand Rapids, Mich.

IN OCTOBER, 1926, Grand Rapids will celebrate the centennial of the arrival of Louis Campau at "the Rapids of the Grand."

This French voyageur was the first white man to settle permanently at the head of Grand River navigation. He came down stream from the Saginaw region in a birch bark canoe, paddled by two squaws. The land he shortly afterward located from the Government comprises what is now the principal business district in the city. Some of it sold recently at $8000 a front foot. Campau paid the Government $1.15 per acre.

"The Rapids," however, was not largely settled by the French. New England and New York furnished most of the pioneers. But about the middle of the last century the Dutch came, and the predominating foreign influx thereafter was of this sturdy stock. Over a third of our present population of 175,000 is of Netherlands extraction. There are 36 Dutch Reformed churches here, all of them largely attended. Poland provides the next largest number of our foreign population, and they are Polish-Americans, and not Polacks.

Large Furniture Center

These men, many of them, are artistic artisans in the making of fine furniture—the industry that has made Grand Rapids famous. Furniture making with us is an art as well as a handicraft. Our furniture designers are among our most highly paid professional men.

Grand Rapids is known as the "Furniture Capital of America." I believe that New York and Chicago claim they actually manufacture more, but all the same the supremacy of the Grand Rapids market in the matter of style, good workmanship and skillful artistry, is universally conceded. The name of "Berkey & Gay" is known the world round. Even the poets have not hesitated to immortalize it.

The city's position of primacy in the furniture trade is proven by the fact that at the furniture sales 500 outside manufacturers send their samples here with their salesmen, to meet the 2500 buyers who flock semi-annually to the Grand Rapids market. These buyers and sellers come from every state in the Union. There is nothing like this "market" in another branch of trade anywhere.

Some of our furniture exhibition buildings in and of themselves are works of art, notably the new "Fine Arts Building," on the river bank.

And yet our largest factory is not a furniture factory at all, but the Hayes-Ionia, manufacturers of automobile bodies.

City of Good Hotels

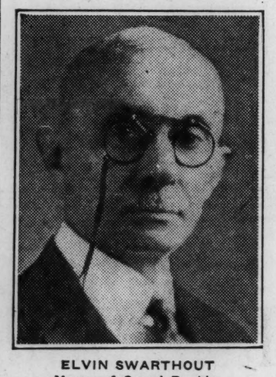
This furniture market has necessitated building a large number of first class modern hotels. No city in the country can count as many hotel rooms in proportion to population as the "Valley City." One of these, with nearly 1000 rooms is in the list of the 10 finest hostelries in the country. The city entertained with comparative ease and entire satisfaction the national encampment of the G. A. R. last fall.

Grand Rapids is proud to be ranked as the second city in the Union in point of proportion of home owners. Over 50 per cent of the houses here are occupied by families who own them. As a result our people are unusually well housed; and they exercise great pride in the beautification and upkeep of their dwellings, lawns and gardens.

Then there are parks and playgrounds everywhere. It is a boast that there is a public playground within a half mile of every home. The park system is a delight. It is planned for the future, too. The city has recently bought the entire valley of Plaster Creek, along the southern boundary, and expects to make another "Rock Creek Park" of it. W. J. Breen has just given 100 acres of woodland, bisected by another beautiful creek, which shortly will be developed into a regional park. Three municipal golf courses will be in operation this summer. And the city has, within the past six months, bought out the water rights of the East Side Power Canal, thereby opening the way for the beautification of Grand River through the center of the city. The rapids, by the construction of a series of low dams, will be converted into a series of three ponds, for boating in the summer and skating in the winter, in the very center of the city and the banks on either side are to be made into esplanades.

The School System

The authorities in the National Education Association assert that the school system is among the very best



ELVIN SWARTHOUT
Mayor of Grand Rapids.

in America. The city has adopted the plan of regional high schools, and the grade schools are grouped around three high schools and four junior high schools. The Junior College has more than 600 students. The vocational school, operating in close touch with the furniture industry, is an outstanding feature of the educational system.

Grand Rapids was one of the first of the larger cities to adopt the commission form of government. After nearly 10 years' experience upder this form it is well content with it.

There are nearly 300 miles of paved streets; the city will soon be paved throughout its corporate length and breadth with hard pavement—mostly asphalt.

Grand Rapids has never had a boom. Its growth has been continuous and steady, of late years increasing in population by from 5000 to 7000 per annum. Judging by the building permits issued and in immediate prospect, something like a boom is in the offing. Activity in the unusual resort development of the western shore of Lake Michigan centers in Grand Rapids.

MANY RESORTS AT PETOSKEY

PETOSKEY, Mich.—Numerous resorts are adjacent to Petoskey. One mile away is Bay View, Chautauqua ground, situated on Little Traverse Bay. Ramona Park is another attractive resort, a few miles around Little Traverse Bay, on Lake Michigan. It is being considerably developed this season. Walloon Lake affords another resort nine miles away. This is an exceptionally pretty lake with boating and bathing facilities.

BEAUTY SPOT FOR VISITORS

GRAND RAPIDS, Mich.—A high bluff along the south shore of Reed's Lake has been transformed into a garden spot of more than passing beauty. In fact, it has become one of the show places of Grand Rapids and the owner, W. A. Jack, president of a local business house, generously permits citizens, and visitors to the furniture city to inspect the gardens with the varied floral attractions each season brings.

Two Views Along Monroe Avenue, One of Grand Rapids' Ever Busy Thoroughfares—Left, Looking West; Right, Looking North



Photos by the Camera Shop

GRAND RAPIDS CLUBS ACTIVE

Cultural and Civic Activities Are Promoted by Strong Groups

Grand Rapids, Mich.
Special Correspondence

CRITICS of "Main Street" towns may smile cynically over the many cultural activities of Grand Rapids, while pointing out their shortcomings and superficialities; but the more sympathetic will see in them at least a sincere effort toward the "life more abundant."

This is particularly true of the women's clubs, four of which have beautiful clubhouses of their own. The Ladies' Literary Club was one of the first women's organizations in the State to have a permanent home, and even during its "pillar-to-post" years, it was a refining influence in the city. For the past few years, the program has been essentially a high-grade lecture course by world experts on modern movements, but individual development has also been given attention through auxiliaries, such as the Shakespeare Study Group, Drama Class, Tuesday Club, Evening Club and Scribblers, the last-mentioned having done much fine creative work. All these meet in the clubhouse.

The Grand Rapids Women's Club and West Side Club, smaller but very active organizations, are also adequately housed, and are centers of educational activity in their respective sections.

City Federation of Clubs

These three literary clubs, together with 18 others from all parts of the city, are represented in the city federation, which, through its 8 departments, does much for the city's advancement. The fine arts department works for the advancement of art, literature and music, but as these are also covered by single clubs, the federation concentrates its efforts more on public welfare and Americanization, the latter having been particularly effective this year, through home instruction of foreign-born mothers by volunteer teachers.

The St. Cecilia Society has been a source of great musical stimulus throughout western Michigan. In its attractive down-town clubhouse, fortnightly meetings have been held since 1893, many of the programs by members being worthy of any concert platform. There are also artist recitals for members, public concerts, and many forms of musical study in groups. St. Cecilia's brother club, the "Schuberts," is a male chorus which has always been professionally directed, presenting excellent concerts and even operas with great success.

The Symphony Orchestra Dream

A symphony orchestra was for many years an unfulfilled dream of Grand Rapids music lovers, and a few years ago, through the unselfish efforts of Ottokar Malek, a local musician working without pay, the dream became reality. Others have taken up the work, and the past season's course of classic and popular concerts, testified to its high standard.

One of the youngest, but not least of the city's cultural activities is the Art Association, which after several years of effort by a small group of organizers, at last is permanently housed in a fine old Colonial residence near the business section. Its own collection, a worthy one, is growing, the exhibits by capable American painters attract many visitors; and much valuable instruction is given to groups of children and adults.

THREE RIVERS HAS BEFITTING NAME

City Lies in Center of Attractive Section

Three Rivers, Mich.
Special Correspondence

THREE RIVERS, named from the three beautiful streams which meet in the center of the city, has a population today of 7500 and is located in the center of one of the most attractive sections of the State.

It is, however, largely a manufacturing city. Fairbanks, Morse & Co. employ 1000 men in the manufacture of railway supplies, pumps, feed grinders, windmills and rural water supply outfits. It is completing a $35,000 dredging project by which the St. Joseph River is straightened to make the site of a great foundry. A manufacturer of box and fiber board has a plant costing approximately $4,000,000. The largest strawberry plant farm in the world is located here.

Building operations this year are unusually large. The high school building with an auditorium seating 1200 is the center of all larger community activities. Numerous small lakes make the section a delightful summer resort country.

HISTORIC STATUE STANDS IN ADRIAN

ADRIAN, Mich.—One of the first three statues in the United States erected to honor women stands in City Hall Park here. It commemorates Laura Haviland, a leader in the "Underground Railroad" movement.

Adrian is called the Maple City, because its streets are bordered with towering maples. Careful early planning resulted in the establishment of beautiful parks in every section. This city is the seat of Lenawee County and center of a rich agricultural district. It was founded a century ago by A. J. Comstock.

Adrian is known industrially among other things for two large wire fence plants. It is also a railroad center, the New York Central, the Wabash and the D. I. & I. maintaining transfer systems.

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HOME-SCHOOL CRUSADE IS AIM

Organizations Promote the Training of Child as Preventive of Social Ills

By MRS. MABEL K. RAYMOND
President, Michigan Branch of the National Congress of Parents and Teachers
Grand Rapids, Mich.

THE truth of the words "To cure is the voice of the past; to prevent, the divine whisper of today," has been emphasized by the Michigan branch of the National Congress of Parents and Teachers this year. Preventive measures, constructive rather than reconstructive methods are the watchwords of the time.

In the October Bulletin, the monthly publication of the state organization, the president mentions four central themes for the year's activity. They are: Americanism and world peace; religious education; use of leisure time; leadership. These subjects have place beside such other problems as the communities ask be considered. At the ninth annual meeting, to be held in Holland, Mich., May 26 to 28, speakers from many parts of the country will enlarge upon these important subjects.

Promoting the work in Grand Rapids, there is a council made up of 44 associations, one study group, and one group of Negro mothers who do welfare work among their people. Monthly meetings are held during the school year. These are attended by principals of the schools and representatives from each affiliated association. This year, the membership in the city is 5221, a gain of 1668 over last year.

The president of the council, Mrs. C. H. Dunakin, and her workers are called upon to assist in many projects for civic betterment. Among these are: chaperoning the Christmas carolers composed of several hundred school children, as the result of which over $2000 was sent to the Children's Billet at Otter Lake; co-operation with, and membership in the Civic Round Table, a clearing house for problems of the city; the Council of Immigrant Education which comprises 11 co-operating units, presided over by the parent-teacher representative; and the recent clean-up of salacious literature.

Many study groups connected with the Parent-Teacher Association meet regularly. The organization firmly believes that trained leaders and informed members are essential if it is to function properly.

Michigan has a membership of 57,885, a gain of 10,800 during the past year. Many fathers belong and serve as officers. Fifteen men are members of the state board. Not only does the state president come from Grand Rapids, but Miss Clara Wheeler from Grand Rapids is nation chairman of kindergarten extension and state corresponding secretary. Others from this city serving as state chairmen are Mrs. W. H. Quigley, Miss Frances Van Buren, Mrs. W. G. Hall, Mrs. J. B. Nicholson and Mrs. Glen Thayer. These, with the other leaders on the board and loyal workers everywhere, join in making a reality of the slogan: "A Better Home and a Better School for Every Child in Michigan."

CALUMET IS CENTER OF MICHIGAN COPPER

CALUMET, Mich.—Calumet, center of the Michigan copper mining field for the last 60 years, is guaranteed further prosperity by plans to deepen its mines an additional 3000 feet. The shafts have already reached a depth of over a mile.

Around this industry has developed a thriving community of 20,000 people. It boasts a score of churches and an excellent school system. Bank footings totaling $11,500,000 bear evidence to the healthy economic condition of the district.

Calumet is the portal to the north country's famous playground, Keweenaw, and the State park, with its long range of ruggedly beautiful mountains.

BOULEVARD DEVELOPMENT

DETROIT, Mich.—The development of Washington Boulevard, once a forgotten side street, into one of Detroit's finest shopping centers, is one of the most striking transformations that has taken place in down-town Detroit. It is a $100,000,000 project, well under way, but not yet completed. The Book Building, with its 36-story tower, the 30-story Book-Cadillac Hotel and a 21-story office building, are units of the plan already set into place.

All Grand Rapids Is Proud of Its Boy Scout Band, One of the Finest to Be Found Anywhere



Grand Rapids Scout Band Wins High Honors in State

Consists of 125 Members With Two Units of 50 and 75 Players—Holds Medals for Winning Various Prizes

Grand Rapids, Mich.
Special Correspondence

STARTED two years ago, when 13 boys in a summer camp brought out cornets and trombones and drums, the Grand Rapids Boy Scout band has developed until it now has 125 members, when the two units of 50 and 75 players are combined, and is said by Walter M. Kiplinger, regional Scout executive, of Chicago, to be the largest Boy Scout band in the United States.

The band was invited to make the six-hour journey from Grand Rapids to Chicago to greet Lieut.-Gen. Sir Robert Baden-Powell, when the founder of the movement and Chief Scout of the world visited that city May 8.

In the short span of its career this band has won four first prizes, it was stated by Fred Z. Pantlind, who is known in Grand Rapids as "Father of the Boy Scout Band."

The band was playing at a ceremony once where seven other bands, many of them accomplished adult musicians, were appearing, too, Mr. Pantlind commented. The Commercial Drivers' Club had announced a competition but the Boy Scouts were not aware that they were in a contest, he continued, and remarked that the boys were completely surprised when they learned that their performance had earned first prize. Fred Wurzburg is director of this band.

HASTINGS HAS HAD NO LABOR TROUBLES

HASTINGS, Mich.—"Anchor in Hastings, the City Among Lakes," is the hospitable slogan of this city. Its citizens take pride in its advantages as a residence city. It has approximately $300,000 invested in churches and $400,000 in schools. Among its new public buildings is a post office.

Hastings has several prosperous factories which never have had a strike or any similar labor trouble. About $350,000,000 is invested in these industries. Within the city limits are nearly six miles of paved streets. Transportation is afforded by the Grand Rapids and C. K. & S. divisions of the Michigan Central Railroad.

NONPROFIT SCHOOL SUCCESSFUL HERE

BIG RAPIDS, Mich.—Ferris Institute, one of the few privately owned, nonprofit institutions to make a marked success in the educational field, is situated here. This institution attracts students desirous of education in practical branches. Its attendance ranges from 300 in the summer to 1200 in the winter. The school was founded by Woodbridge N. Ferris, its president, United States Senator from Michigan.

Sharpening machinery manufactured here is shipped all over the world. The Hanchett Swage Works, where the machinery is made, was founded upon the invention of the first mechanical swage made by the late John Hanchett.

GRAND RAPIDS' MANY PRODUCTS

City Famous for Furniture Has as Many Workers in Metal Trades

Grand Rapids, Mich.
Special Correspondence

IT COMES as somewhat of a surprise to the visitor in this city to be told that, in spite of the predominance of the furniture industry, there actually are as many workers employed in various metal industries as in woodworking, in Grand Rapids.

More than 70 factories are devoted to the manufacture of furniture, but more than 750 are devoted to the manufacture of other products, a few of which are famous the world over. Some are the largest in the world for their respective commodities.

Diversity in industry is an outstanding characteristic of the second city in Michigan. The largest individual industrial enterprise in the city is a factory devoted to the production of automobile bodies; the second largest, to metal and wood school and church seats; while an enormous factory, known here as the largest in the world devoted to production of bedroom furniture, comes third.

World Leadership

Grand Rapids claims world leadership in the manufacture of refrigerators, show cases, carpet sweepers, gypsum products, sticky fly paper, belt lacers, folding corrugated paper cartons, excelsior, church pews, opera seats, school chairs, and ball-bearing window sashes. It claims to possess also the largest belt laundry, largest bathroom cabinet factory, and the largest white leghorn poultry farm.

There are several large factories producing articles of brass. They supply the American people to a large extent with plumbing and bathroom fixtures. One of the largest asphalt shingle plants in the world is located in Grand Rapids. A Grand Rapids factory produces widely recognized band instruments, while others manufacture and distribute to the four corners of the world automobile tires, bumpers, wind wings and other accessories; wood kilns, motor trucks, radio sets, radio and phonograph cabinets, shoe leather, leather belting, bedding, clothes hanger devices, flour, furnaces, office furniture and filing equipment, mirrors, perfumes, extracts, canned goods, typewriter stands, varnishes, paints and enamels.

Sixty Printing Plants

There are 60 printing plants in the city, the advertising output of which reaches every town in the country, it is reported. Five magazines of national distribution are produced here, while many fraternal journals are published here. Grand Rapids has many photo-engraving shops, and the quality of the work is high.

This diversification has had a tremendous bearing on the character of the city. Charts showing nation-wide business conditions almost invariably show that business in Grand Rapids is "fair" to "good." Lack of seasonal unemployment, absence of floating population, and predominance of a steady, thrifty, hard-working class of northern Europeans result in a buying power that varies but little from year to year.

Grand Rapids Women's Club Active in Civic Affairs

Finds Enlarged Sphere of Service Since Moving Into New Home—Affiliated With National and World Organizations

Grand Rapids, Mich.
Special Correspondence

ONE thousand members and a waiting list of 125 is the status of the Women's City Club of Grand Rapids within the two years of its existence. This does not include the 75 out-of-town members who often make use of the club.

The need for such an organization, and such a club home, though scarcely realized before the movement started, is amply demonstrated by the prompt response from the women of western Michigan, and this is further evidenced by the enthusiasm with which the members have entered into the various activities. Especially since moving into the attractive old residence facing the park and the addition of a beautiful sun-dining room, has the atmosphere of friendliness been developed, one of the chief objects of the club being a broader acquaintance among the women of the community.

The club holds a unique position in the city as being the only one which furnishes a luncheon place for the members. It is open every day for parties and special entertainment. The interest in the various privileges varies at different times, last year the classes in French and parliamentary law being particularly well attended, while this season the teas for distinguished guests have attracted the greatest number. Sometimes the City Club co-operates with some of the other women's organizations in booking prominent persons for such gatherings, as in the case of Mrs. Carrie Chapman Catt, who was an honored guest last fall. Especially appreciated have been the teas for Dr. Little, president of the University of Michigan, and a number of theatrical stars.

Political celebrities also have been entertained, and Governor Grosbeck broke his rule against appearing before women's clubs by attending one of the teas and giving a talk. Among other events bringing many members together in a happy mood were the garden lecture and two talks by Mrs. W. F. McKnight.

The City Club feels now that it is not only identified with its home city, but with the world at large, having recently made connections with the clubs in London, Paris and Shanghai, as well as in many American cities. The board of directors is constantly studying methods of increasing the usefulness of the organization, and centralizing the activities of the women for the welfare of the city.

GRAND RAPIDS SCHOOLS MEET NEEDS OF CHILD AND ADULT

City's Progressive Policy Is Based on Conviction That Education Is an Asset—650 in Junior College—Eight High and 38 Elementary Schools

By LESLIE A. BUTLER
Superintendent of Schools
Grand Rapids, Mich.

IT IS not exaggeration to affirm that for a long time this city has been committed whole-heartedly to the policy of providing the facilities necessary to meet the reasonable education requirements of all its residents, both adults and young. Many reasons might be offered for the adoption of this policy, but the conviction that education is a real asset and that ignorance is a liability is sufficient.

This should not be interpreted as applying to merely utilitarian motives, for the thought of the school authorities is to have the school activities function in the lives of the students not only vocationally, but socially, civically and morally. An examination of the school system will easily reveal that the students are not sacrificed for the machinery and that individual differences are recognized.

There are five six-year high schools, two junior high schools and a vocational and technical high school, all providing flexible programs and allowing some opportunity for choice of subjects.

Modern Elementary Schools

The 38 elementary schools are, with a few exceptions, modern in architecture and equipment. Many of these have special ungraded rooms for retarded pupils, auxiliary rooms for subnormal pupils and coaching rooms for those who need special assistance in a few processes or branches. The amelioration of the conditions of the unfortunate also is accomplished under the direction of specially prepared teachers.

Most worth-while modern educational activities and projects have been adopted in Grand Rapids. The evening adult schools, Americanization classes and social centers are well attended. Week-day religious instruction is given in the churches under the direction of well-trained specialists provided by the church organizations, some churches employing co-operative methods and others financing and conducting individual schools.

Many students of the parochial and Christian Reformed schools come to the public schools for instruction in manual training, cookery and sewing. Last year, 1909 received this instruction. A school savings plan has been in operation for more than 30 years. Recently there has been adopted a very satisfactory new system, patterned closely after modern banking practices.

Proud of Junior College

Of especial pride to Grand Rapids is the junior college, which provides for the first two years of college and university work. This year there were 650 students enrolled. The courses are varied and intended to be of service to those who do not plan to continue after graduation, as well as to those who expect to secure degrees at higher institutions.

There is an active and helpful parent-teacher association functioning in every school. A very fine spirit of harmony prevails throughout the system. That the teachers are progressive is evident from the fact that thousands of semester hours of college credit are earned by them annually.

If the city has an educational platform it might be expressed in the following sentence: Our aim is to make certain that all children have the opportunity to grow naturally and to develop normally through constant participation in real and vital activities under the guidance of intelligent, well-trained, wide-visioned, child-loving teachers in sanitary and modernly equipped buildings adjoining adequate and easily accessible playgrounds.

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GENERAL OFFICES
GRAND RAPIDS, MICHIGAN

The Pictorial Story of Furniture Making Which No Other City Can Tell Quite So Well as Grand Rapids—Center Shows Final Rubbing Down by Machine



$50,000,000 Is Annual Production of Grand Rapids Furniture Plants

More Than 70 Establishments Employ 12,000 Artisans —Half of City Depends on Factories for Livelihood —Annual Exposition Is National Event

Grand Rapids, Mich.
Special Correspondence

GRAND RAPIDS stands out as the best-known furniture-manufacturing center in the United States. Here are located three of the largest furniture factories in the world, each employing more than 1000 workers. They are among the 70 or more plants, large and small, whose 12,000 artisans produce fine furniture for the American home valued at approximately $50,000,000 annually.

Grand Rapids-made furniture, fashioned from woods brought here from India, Brazil, Siam and many other lands, is to be found in the finest homes of the United States and Canada.

Nearly half the city's 165,000 population is fed and clothed by the employment opportunities afforded by the furniture industry. Its workers receive an annual pay roll of $18,000,000 or so, which is one-third of the city's total industrial pay roll.

Outgrowth of Lumber Industry

Founding of the great furniture industry here was the natural outgrowth of the huge lumbering operations for which Michigan was world-famous four decades or more ago. At the height of the lumbering era, Grand Rapids was an important milling and lumber manufacturing center, and it has been claimed locally that the Grand River, from the rapids of which the city derives its name, has carried more logs to tidewater than any other river. With the exhaustion of the timber, business interests turned to furniture manufacturing. A furniture factory was started here as early as 1859, according to authorities. The progress of this industry has been, of course, a vital factor in the development of the progressive city found here today.

The type of furniture produced in Grand Rapids is diversified. Pieces for all rooms in the modern home are turned out as well as special furniture for offices, lodges, and for similar uses. Office furniture in both wood and steel is made, the latter finding important markets in foreign countries.

Permanent exhibition buildings occupy some of the most valuable property in the central section of the city. These structures have an aggregate valuation of over $4,000,000, and another is about to be built worth as much again. But they stand comparatively empty 10 months in the year. For four weeks in the summer and three weeks each winter, however, they are hives of industry.

Center of Style

The Grand Rapids furniture markets attract thousands of retail merchants from all parts of the continent. These buyers watch developments in Grand Rapids as closely as milliners watch Paris, for Grand Rapids sets styles and establishes prices. Here they mingle with their fellows, exchange merchandising and advertising ideas, and meet representatives of America's finest retail stores.

Two years ago came an innovation. The National Retail Furniture Institute was started, offering twice yearly to retail furniture dealers and their assistants, a course of study in furniture selling, designs, history, financing, and many other problems. The sessions have attracted merchants from all over the continent, and have had an influence in keeping the retailer abreast of the newer developments in style, decoration, and the industry in general.

It has been said that the old craftsman's guild no longer can be found in America—that the whir and grind of modern machinery have driven it into the discard, but in the furniture industry of Grand Rapids there stands a living, forceful champion to refute this theory. And craftsmanship, as it exists in Grand Rapids factories, is no mere survival, no inheritance from the past glories of a somewhat localized industry. It exists in a state of healthful growth.

Dutch Settlers

Colonists from the Netherlands had begun about 1847 to colonize the rich bottom lands near the shore of Lake Michigan, 35 miles to the southwest. Hearing of the new market for skilled labor, those folk came to Grand Rapids and made their homes. Here they added their capacity for careful workmanship and ornamentation to the sound structural knowledge inherited by the Anglo-Saxon element from the days of Chippendale and Phyfe.

As early as 1875 these elements had become welded together, and the industry was in a flourishing state. The Centennial Exhibition in Philadelphia saw Grand Rapids furniture established as a standard of excellence, and its progress since has been steadily upward.

Contented, stable, home-loving workers who hold their jobs for decades instead of for months—this is another phenomenon found in Grand Rapids. The strange spectacle of three generations, father, son and grandson, all working at the same bench, can be seen in the carving department of a Grand Rapids factory. The head of one of the pioneer furniture companies declares that 3 per cent of his employees have been with him for 40 years, 5 per cent for 30 years, 20 per cent for 20 years, and 50 per cent for 10 years.

Reversion to Old-Time Dignity in Furniture Due, Says Expert

Grand Rapids, Mich.
Special Correspondence

THOUGH the furniture style now popular in America is largely influenced by bright colors, "as good taste grows, we will go back to the eighteenth century dignity," stated Thomas W. Johnson, president of the Grand Rapids Furniture Designers' Association, in an interview.

He commented on the trend of style for the next decade, for Grand Rapids is widely credited as setting the fashion in factory-made furniture, predicting that French, English and Italian will continue to prevail, though others that are good will be tried.

The designers formed their comparatively new organization when they felt the lack of suitable schools where furniture designing may be taught was a situation inimical to the industry. Its aim is to co-operate with designers of furniture in all parts of the Nation in the betterment of design and construction, according to the president of this group of 40 artists here who design the beautiful pieces sent out from the local factories. Designers from other cities are welcome to affiliation with the association.

No Real American Style

"There is no real American style, of course," said Mr. Johnson. "We copy from the English. Colonial American period furniture is merely a copy of the British," he continued, as he stood at his work table, on which was spread out an incomplete pencil sketch of a cabinet. There has been tried out every known style with the exception of Egyptian and Greek, in this country, he said.

Great strides forward in the designing of more artistic furniture for the homes of the United States—the making of unusual and beautiful appointments—are said to mark the next decade, Mr. Johnson observed, even greater advances than were evident during the 10 years past. Nor does he expect another relapse in artistic value, such as he points out marked the latter eighteenth century.

One finds no successful designers of furniture who are young because an imperative requisite is wide knowledge and experience gained only from long application to form, detail, history of art, and possession of an original constructive genius, Mr. Johnson pointed out, saying that the group of designers in Grand Rapids is as distinctive as is the unique colony here of carvers of wood which is guardian of the old-time craft.

Qualified designers are rare and there are few apprentices because of the long time required to train persons in this art, it was further stated. Musing over the unnumbered styles that have existed in the long sweep of years since the earliest record of furniture, a designer conceives an idea which he quickly sets down with pencil sketch.

The Steps to Be Taken

If it is approved by the company for whom he originates ideas, a detail drawing is then made, including every element to go into the making of the furniture. Then the artist follows with personal attention every step through which the making of the piece passes.

The drawings are first "rodded," which means duplicating them, with great care for absolute accuracy, on long, flat, smooth boards. These are easy to handle and they eliminate possibility of errors that might occur through shrinking were paper to be used. Into the shops the "rods" are sent then for patterns in making shapes. Turning, shaping, veneering and assembling are then followed by the finishing and decorating. Trimmings are last and the piece is ready for the exhibition room. If there appears to be a market for the style, orders are then issued for quantity production.

The interesting and significant spectacle is to be observed here of ancient and modern methods of wood carving being practiced side by side in many shops. With care, patience, and exactness, master craftsmen, genuine artists in making things of beauty out of wood, work serenely at their chosen tasks, undisturbed by the whir of modern machinery.



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WHERE ARTS AND CRAFTS JOIN TO BEAUTIFY HOME, SCHOOL AND CHURCH.

GRAND RAPIDS, population 160,000, is a city of homes. The federal census of 1920 gives its percentage of home ownership at more than 50 per cent. Home ownership is the eloquent proof of its prosperity and the contentment of its citizenship.

Grand Rapids recognizes the cultural influence of art, beauty, education and recreation. Of every dollar of its income 54½ cents are spent for educational purposes and its public school system is nationally famous. The city owns 852 acres of park and boulevard lands, has 17 supervised playgrounds and 11 swimming pools. A well-considered city planning system provides for the growth of industry and commerce while protecting the purely residence sections against encroachments of the factory.

Grand Rapids is the Furniture Capital of America. In more than fifty factories is manufactured the finest commercial furniture produced in the world for the home, church and school. Twice every year exhibitions are held in the city, at which the choicest products of the country's furniture industry are displayed. At these exhibitions are shown the styles that determine the trend of home decoration for the succeeding months. A city of homes, Grand Rapids sets the pace for the artistic home.

Although furniture is its chief product, Grand Rapids is a city of diversified industries. All its products are superior, for it is a community which works in harmony, with intelligence, and under the direction of wise management in industry.

Grand Rapids is the center of a rich agricultural section. These rich lands grow all the grains, fruits and vegetables common in the temperate zone. The flavor of Michigan fruits and vegetables makes them preferred for the table of the discriminating.

Grand Rapids hospitality is proverbial. Having ample and excellent hotel facilities, it is a favorite convention city.

Grand Rapids is the hub of Western Michigan, the Summer Playground of the Nation. It has adequate transportation facilities—railroads, electric lines and motor lines. Near Lake Michigan, it has through service to all ports on the Great Lakes. Over the hundreds of miles of hard-surface roads the numerous lakes and streams near by are reached by the tourist.

Grand Rapids has the commission-manager form of government. Its citizenship manifests a profound interest in every civic enterprise and there is hearty co-operation in every public movement.

Grand Rapids is growing in population, in manufactures, in financial strength, in commercial importance. It is growing also in resourcefulness, in inventiveness, in vision, in intelligence, in art, in culture. It is growing physically and it is growing humanly. It has had no booms; it has had no setbacks.

Grand Rapids is a cheerful and a busy community of men and women. Its residents are happy in their home surroundings and in their daily labors. Striving for art and for beauty, they have the pride of the true artist in all their achievements. And, in the spirit of the artist, they work in harmony in physical surroundings reflecting the joy of living.

This Advertisement contributed by First and Second Churches of Christ, Scientist, Grand Rapids, in co-operation with the Association of Commerce and interested readers of The Christian Science Monitor.

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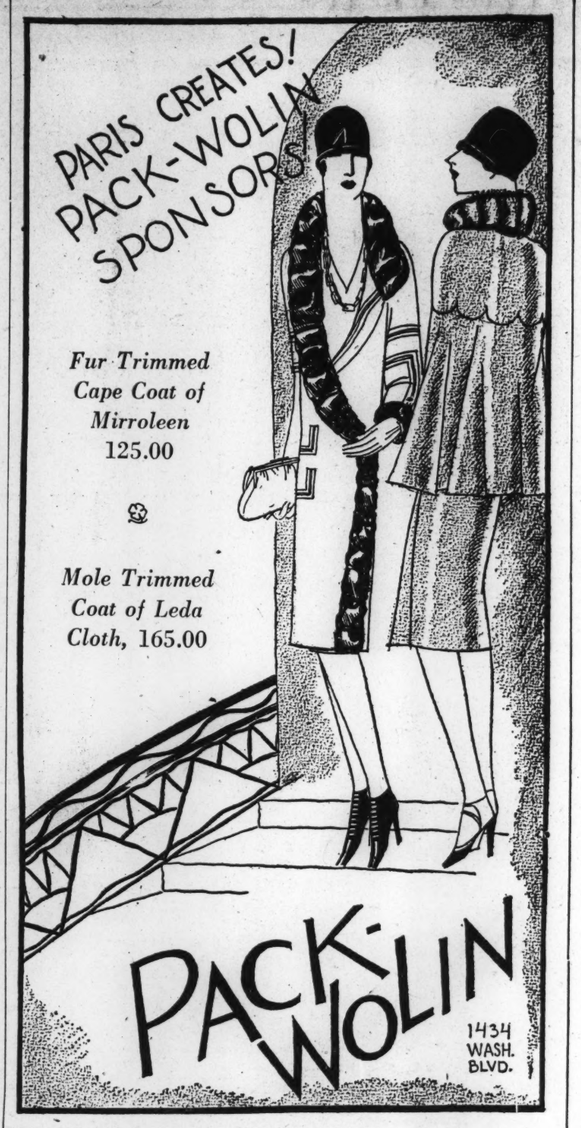
Sedan, five-passenger, $2345. Sedan, Berline, $2445. Coupe, two-passenger, with rumble seat, $2345. Touring, five-passenger, $1945. Touring, seven-passenger, $2045 All prices f.o.b. Detroit, plus revenue tax.

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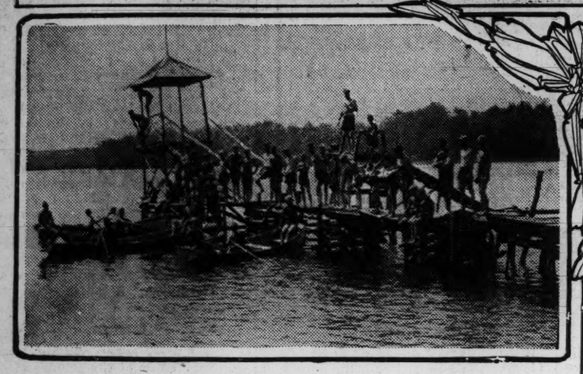
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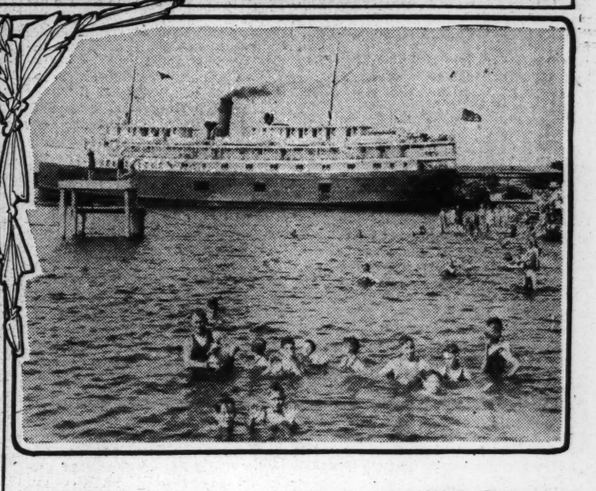
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Upper—Canoe Parade at Camp Potawatomie. Lower, Left to Right—Scout Camp, Whitehall (Photo by Eugene Hall); Oarless Canoe Race, Camp Nawakwa; Dock and Swimming Facilities at Muskegon (Photo by Eugene Hall).

Michigan Boy Scouts Set Pace in Their Camp Development

By WALTER S. KIPLINGER
Regional Scout Executive for Michigan, Indiana, Illinois, and Wisconsin, Boy Scouts of America
Chicago, Ill.

"MICHIGAN is one of the greatest camping states in the Union," says L. L. McDonald, national camp director of the Boy Scouts of America. And the local councils of the Boy Scouts of America in the State of Michigan have been setting a pace for all America in camp development.

In 1925, Boy Scouts throughout that State spent the equivalent of 16,500 weeks in camp.

Michigan has 30 Boy Scouts Councils representing a Scout membership of 21,685 boys. Most of these councils own their own campsites, and have thousands of dollars invested in buildings and equipment.

The three-stage camping program of the Detroit council was put into full operation last summer with the inception of Camp Mikanakawa (named after the Mikanakawa Club of Detroit—the Scout Leaders Club) on the shores of Lake Huron, 30 miles north of Port Huron.

This camp provided the "in-between" stage for the step from Camp Brady which is Detroit's big general camp for any Scout from Tenderfoot to Eagle—where a Scout may receive his first steps in camping—to Camp Tsaragi, the "wilderness camp for older Scouts" conducted on Sugar Island in Ste. Mary's River 400 miles north of Detroit.

Three hundred or more of the 575 different Scouts who spent more than 1200 scout-weeks at Camp Brady last summer were "first stagers." The other 40 per cent were made up of advanced Scouts.

Camp Run on Honor System

Seventy-four of the 85 Scouts who were present at Camp Mikanakawa last summer were first-class scouts when they went there—over 300 merit badges were passed. The camp was run on the "honor system."

The wilderness camp had only 35 scouts. These were boys over 15 years of age—at least first-class—13 of the 35 were of Eagle rank to start with—and they stayed for five weeks. H. W. White, former field executive for the west side, has been made camping director for the Detroit Council.

Since 1914 a summer camp has been provided by the Grand Rapids Council. In 1916 a friend living in Chicago gave the Scouts the use of about 80 acres of beautiful shore and forest on Lake Michigan. Scouts of Grand Rapids have camped there year after year with the exception of 1918.

Since 1914 Grand Rapids Council has conducted 12 big summer camps, two auxiliary summer camps and about 35 troop camps, in which nearly 5000 boys camped. When an adequate site is found a Boy Scout standard A camp will be developed.

Camp Flint of the Flint Council on the Pine Lake Reservation has been the summer camp of the Flint Scouts for seven years. The Council owns the property of 22.8 acres of well drained land, about 50 per cent woods and the rest left open for recreation fields. The camp is equipped with 12 sleeping cabins for Scouts, each cabin equipped with eight bunks; six staff cabins, an office, quartermaster's cabin, infirmary and mess hall, as well as the caretaker's house, barn, etc. The camp has a weekly capacity of 96 boys and operates during July and August.

Emphasizes Water Program

Camp Flint emphasizes its water program, and swimming is conducted on the "cap system," the water being marked out by float lines, and the swimmers kept in restricted areas according to their ability. Each boy, when he comes to camp, is given a swimming test. If he cannot swim 25 yards he is given a yellow bathing cap. If he swims 25 yards but not 50 he gets a green cap. When he swims 50 yards he gets a red cap. Swimming Merit Badge Scouts are given black caps.

Kalamazoo's Scout camp is called "Camp Rota-Kiwan" in honor of the Rotary and Kiwanis Clubs of Kalamazoo. Hundreds of Scouts from all over southwest Michigan attend each summer. "Camp Rota-Kiwan" is located 10 miles west of Kalamazoo on Bass Lake and comprises 10 acres of property and buildings valued at $8000. The 1926 season will open June 28 and run for eight weeks.

Camp Pontiac, on the shore of Tommy's Lake, owned and operated by the Pontiac Council, hidden from the road and unseen by passing motorists, is one of the most charming spots in Oakland County. Pine-clad ridges, grassy slopes, hills of oak and hollows tenanted by birch and maple, a level field for games and a splendid beach, make the camp a mecca of hundreds of Scouts in the camping season, and serves as the goal of overnight hikers the whole year around. The vicinity of the camp was once the hunting ground of the Indian chief, Wissegahna, according to the camp tradition.

Each Scout enters the chief's tribe as a meek and lowly papoose, and sits humbly in the rear row at the camp fire until he has captured his first scalp, or skull cap, earned by learning to keep his tent and cot in order, identifying 10 trees and eight plants, showing that he can use a knife and performing other feats. He then becomes a Wayseeker, and his feet are set upon the trail which leads upward through the ranks of Pathfinder, Runner, Hunter, Brave, Sagamore, Sachem, and Grand Sachem, until at last he may gain the coveted goal of Medicine Man or wear the war bonnet of the Minisino, or tribal chief, awarded only to Eagle Scouts. Each degree is earned by accomplishing increasingly difficult feats of woodcraft, camp craft, water craft, and nature study, and skull caps of varied colors denote the various ranks. The great increase in Scouts in Pontiac and in Oakland County during the last year points to a record-breaking attendance at Camp Pontiac during the coming season.

With two out of every three of her 900 Scouts enjoying at lease a week each year at Camp Ben Johnston, Battle Creek leads Michigan as regards this very essential factor of Scout Life and stands second in the four states of Michigan, Indiana, Illinois and Wisconsin. Only one other city in the four states has a higher percentage of camp attendance—Ottawa, Ill., with a Scout membership of about 150.

Last year 595 of the 900 members of Battle Creek's 31 Boy Scout troops spent at least a week in the camp, and hundreds spent two weeks. In 1926 there will be eight weeks of camp, an increase of two weeks, and more than 600 boys will get a week or more.

The camp named in honor of Battle Creek's Scout executive occupies a farm of 33 acres forest and 30 acres clearing given by an unnamed donor and ideally located along a half mile of sandy gravel shore line at Sherman Lake, a dozen miles west of Battle Creek. The substantial farm house is retained as headquarters for small hiking parties during the winter. A large camp building, also comfortable throughout the year, has been erected, with modern plumbing and its own power plant.

So well adapted is this camp for its purpose that it is being very seriously considered for the holding of the 1925 Michigan-Indiana-Illinois-Wisconsin School for Scout Camp Leaders during two weeks preceding the summer camp opening. The effectiveness of the camp as a center of Scoutcraft may be judged from the fact that last year there were 2254 separate and complete tests there, ranging from "tenderfoot" examinations to Merit Badge Tests.

Nestling among the hills of the western part of Central Michigan, touching on five lakes and within a mile or two of a score more, will be found the Owasippe Scout camps, five in number, operated by the Chicago Boy Scout Council for Scouts of Chicago. These five camps, capable of handling 1000 boys at a time, are manned by a staff of over 100 leaders. All are experts in their particular line from the Pullman chefs at the culinary end of the staff to the chief camp director at the other. Scouts go to the camp for a period of two weeks.

Camp Fire Girls of Michigan Enjoy Three Choice Locations

More Than 4000 Members of the Organization Taken Care of During Last Year

Grand Rapids, Mich.
Special Correspondence

THREE of the largest camps for girls in the great camping playground of Michigan are Camp Fire camps. Of these, two belong to two of the largest cities in the United States, Chicago and Detroit, and the third is the camp of Michigan's second city, Grand Rapids.

More than 4000 girls were taken care of in these camps last year, reveling in the woods and lake, swimming, boating, riding, hiking, learning wood craft and camp craft.

Detroit's camp, Nawakwa, is on a small inland lake 22 miles from the city, and the girls are taken out in the camp bus the entire distance. It is in a grove which gives opportunity for woodcraft as well as other forms of nature study.

During 1925 there was an aggregate attendance of 1008 girls at the 10-weeks camp. The site of the camp is loaned to Detroit Camp Fire, but buildings are permanent.

The big thing in Grand Rapids Camp Fire this year is the purchase of a 20-acre tract on Lake Michigan as a camp site and the erection of an assembly and mess hall, administration building and hospital combined, and quarters for the help. After eight years of renting camp sites, the board of directors finally decided to buy their own. The girls with the aid of their executive, Mrs. Arthur E. Teal, raised $15,000 of the $20,000 needed. The Junior League volunteered to raise the remaining $5000 in two days the first week of March, so the organization will open its new home, Kewano Wohelo, June 1 free of debt.

This site is ideal because of its inaccessability, a thing which camp directors desire because it keeps away chance visitors. There is no road leading to the camp; it must be reached by crossing a ravine, and the directors are now considering the advisability of having supplies brought by boat from the nearest port and letting the girls hike in from the interurban line.

Michigan's camps have been paying big dividends to the State, not in money but in an enlarged vision, greater resourcefulness and splendid physical equipment which the girls obtain. The camps are recognized for their fine schooling and character-building facilities.

Elaborate Program for Michigan Boys Aids in Character Building

By GRIFFITH OGDEN ELLIS
Editor of The American Boy

NOW that the call of woods and streams is drifting in through the open window of the classroom, thousands of Michigan boys are getting ready to respond to the insistent call of Nature. Y. M. C. A. and Boy Scout headquarters are shaping their plans for the summer's activities, the boys are getting out fishing poles, tennis rackets, hiking shoes and packs. George Buchanan, Detroit business man, is holding meetings of the lads who are working for a trip to Alaska.

Boy Scouts of Detroit, as they progress in scout lore, graduate northward for their summer vacations. Tenderfeet go to Camp Brady, in the southern part of the State; second class Scouts go farther north to Mikanakawa, and advanced Scouts head for the wilds of Tsaragi, just south of Sault Ste. Marie. These places will take care of nearly 1000 Michigan Scouts this summer.

Later, in the fall, the old army cry, "where do we go from here?" will rise from 1500 throats when Detroit Scouts set out for an unknown destination on the annual "mystery hike." Last year, 1300 boys assembled at headquarters, ignorant of where they were going, and had a day's outing beyond Ann Arbor, 38 miles from Detroit, at a cost of 75 cents per round trip.

The Y. M. C. A. this year, in addition to its program of summer camps, is planning a trip to the Yellowstone National Park. Hal Coffman, secretary at Lane Hall, Ann Arbor, who has tramped all over the park, will lead a party of 35 lads on the 150-mile 10-day hike through the western playground.

High school boys of Highland Park have "jumped the gun" on other boys of the State by tucking away a May trip to Washington, D. C. One hundred and thirty senior boys who have raised money during the year through the production of plays and the conducting of selling enterprises have recently returned from a week at the national capital. On May 14, the junior boys of Highland Park High will take a trip to the State Capitol at Lansing to sit in on the lawmakers and to see the Michigan State College at East Lansing. These trips are annual affairs.

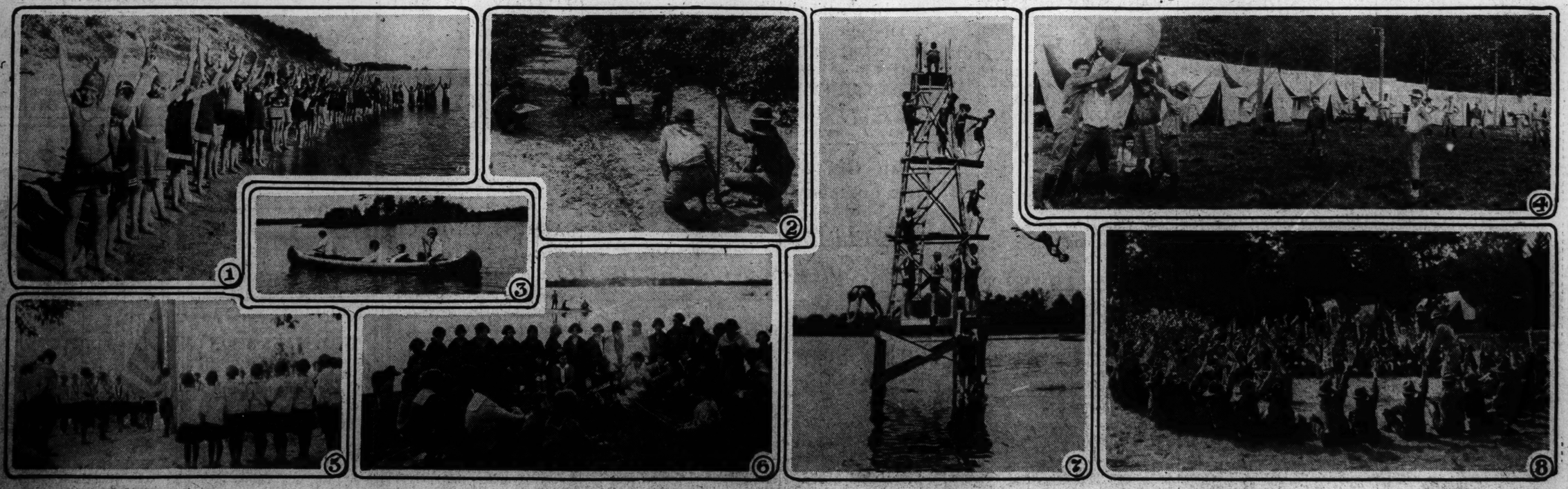
At a meeting early in May, several hundred enthusiastic Michigan boys discussed plans for the unique Alaskan and European vacations made possible through the help and guidance of Mr. Buchanan. In 1923 Mr. Buchanan took 46 boys to Alaska, paying one-third of the expenses, or $125 for each boy. Of the remaining cost, the parents paid half and the boys earned half. In 1925 69 boys made the trip, while this year Mr. Buchanan expects a larger number to go.

The European trip will be made by boys who have already gone to Alaska and have paid back the money advanced by Mr. Buchanan. They are planning the itinerary and cost of the trip themselves, and expect to earn the required third of the cost by 1927.

Mr. Buchanan's object in sponsoring these trips is to give the boys an incentive to earn money. Merely telling boys to save part of what they earn is ineffective, he believes, but giving them a definite objective, and then helping them to attain it, is the right way to teach them that the worthwhile things of life are within reach. Mr. Buchanan not only helps finance the trips, but suggests dozens of ways in which the boys can earn the money.

Michigan boys are not only concerned with camps and trips. During the past winter, more than 1700 high-school juniors and seniors who are enrolled in the Hi-Y with Boyd R. Walker, have made a serious study to find the vocations for which they are suited. After checking his likes and dislikes, and making an attempt to analyze his own character and ability, each boy selects the vocation that appeals to him most. He puts it all down in black and white on the self-analysis blank. Hi-Y leaders go over it with him to test his choice. If he has decided to be an engineer, he will be introduced to a successful engineer with whom he may chat at leisure and further test his choice.

Boy and Girl Scouts of Michigan Long Have Been in the Lead in Outdoor Work—Many Beautiful Camps Established for Their Use



1—Grand Rapids Camp Fire Girls; 2—Scouts Surveying at Camp Owasippe; 3—Canoeing; 4—Scout Camp at Birchwood; 5—Flag Ceremony; 6—Around the Camp Fire; 7—Flint Camp; 8—Scouts in Outdoor Session.

State Parks of Michigan Offer Varied Attractions

Woodland, Lakeside, Inland Waterways, Fens and Even Sand Dunes on the List

By P. J. HOFFMASTER
Superintendent of State Parks

Lansing, Mich.

MICHIGAN'S system of state parks offers a variety of outing places. Woodland, virgin forests, frontage on three of the Great Lakes—Michigan, Huron, Superior and on many of the inland lakes and rivers, sand dunes, swamp, plains land, historic spots—all are represented in the 53 state park sites.

The sites range from 12 to 2440 acres, averaging nearly 200 acres each. All are available, and, being scattered generally about the State, are accessible to all the people of the Commonwealth. While the larger areas are being acquired and funds provided for their development, our people have had the privileges of the many smaller beauty spots, where outdoor retreats from the busy work-a-day world, with its rush and roar, were furnished.

And after all our main purpose is to provide outdoor recreation spots, where fathers and mothers may enjoy the outdoors with their boys and girls—camping, swimming, fishing, boating, hiking, riding horseback, nature study, sunshine, clear air, romp and rest.

Other Needs to Fill

But they need to be more than just recreation centers. Mindful of this, we are incorporating in our parks, preserves or monuments, the more outstanding of our commonly inherited resources.

Our Great Lakes privileges without a doubt are the most valuable of these resources. Here we have a frontage of more than 1600 miles offering opportunities for every possible kind of water sports. On this frontage are located 19 park sites, which means at 19 places in the State the public for all time will have access to the Great Lakes. This number will increase in the future as park officials are now working on several projects.

In the new Muskegon State Park some three miles of Lake Michigan's shore are preserved for public use. With this goes nearly 1000 acres of sand dune land, 600 acres of which are well wooded with large beech, maple, oak, hemlock and other coniferous trees. The remaining area is more sparsely wooded, with moving dunes covering forests and later typical of the west Michigan sand dunes—stretching for 300 miles from Indiana to Mackinac City.

Here we have a series of sand mountains that have long been underestimated—so much in fact that many descriptions were not thought about and today these mountains are considered to contain ideal recreational qualities—pure sand and most attractive wholesome and clean place for romp and play. These qualities of the Great Lakes and sand dunes are the qualities we are perpetuating for public use in the park at Muskegon and eight other sites.

Forests Now Appreciated

Other state park resources that are rapidly becoming heirlooms are our forests. For years Michigan's great stand of Norway and white pine fed our mills. And now we have left some three or four small tracts, the largest being in the Interlochen State Park. Here are 200 acres with pines four feet in diameter rising into the air 150 feet or more. It is truly an heirloom and one that can be replaced only by nature, in 80 or 100 years time. It further is a monument to that great, magnificent pine forest of yesteryear.

We have in the Fort Wilkins State Park still a different element typified. Here is a fort built in 1843 to protect the whites against Indians. Besides the barracks, mess halls, magazine and other buildings, an eight foot stockade was erected. Outside the stockade are the remnants of a rifle range, drill grounds and cemetery—all auxiliaries of the fort and all adding history to Michigan, and it was at this point that copper was first reported. Because of copper and the Lake Superior fur traders the whites were sent into this country.

The fort is now included in a state park with some 114 acres of land.

It has frontage on the most typical of Lake Superior's rock-rugged shore. Likewise the park is in the midst of the copper country where scores of shafts are constantly bringing rich ore from deep in the earth. Of all the scenic regions in northern Michigan probably this same copper country, Keweenaw Peninsula, with its sheer cliffs, streams and handsome spruce is queen.

State park officials are making every effort possible to set aside various large sites that will preserve complete units of the different resources. Persons interested in Michigan's state park system realize it has made only a good beginning. But the work is young—in existence only six years.

When the work was first started in 1919, according to a legislative act, its supporters were rather few and scattered, and for several years after the commencement of the work the need of state parks was doubted.

RIVER ROUGE PROVES THRIVING COMMUNITY

RIVER ROUGE, Mich.—To its attractiveness as a residential city, and to the land-and-water accessibility which has influenced many large concerns to locate docks here, River Rouge owes its prosperity. Growing quickly from a small village to a city of 18,000, it promises soon to take its place as an important district in the Detroit Metropolitan Area. In addition to sharing with the neighboring city of Ecorse the site of shipyards, River Rouge is the site of iron works, and the plants and docks of other large firms are located here.

Thomas Bresnahan, Mayor, is cooperating with adjacent communities in unified highway, water front, rapid transit and other public service plans.

IMPORTANT ELECTRIC PLANT AT TRENTON

TRENTON, Mich.—A little town on the western bank of the Detroit River, Trenton, has within its limits the largest electric plant burning pulverized fuel in the United States. It is the Detroit Edison Channel Station, with a capacity of 150,000 k. w.

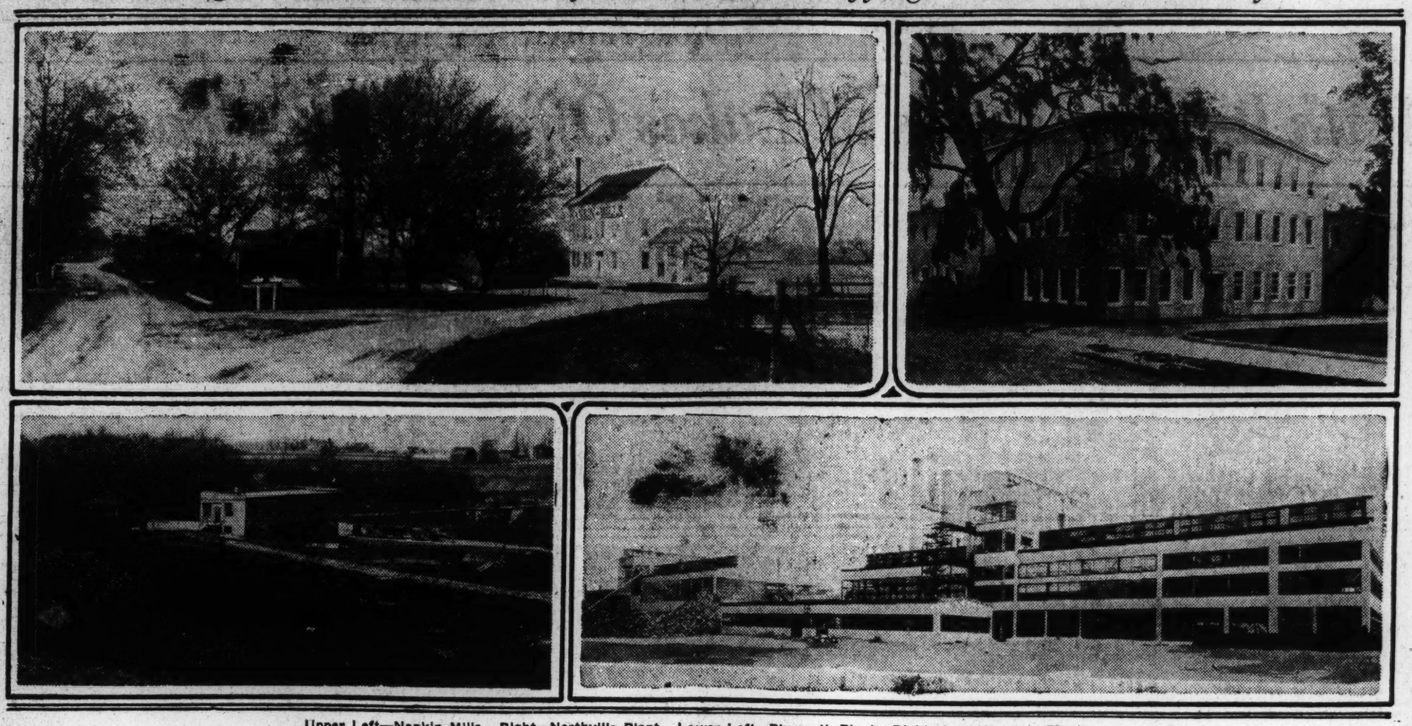
Trenton also claims distinction because it was for many years the home of Don M. Dickerson, "the boundary line man," to whose untiring effort was due the settlement of the Alaska boundary line to the satisfaction of the United States. Mr. Dickerson was attorney general in Grover Cleveland's administration.

Trenton was originally a trading post. To one of the first settlers, Elliott T. Slocum, the town is indebted for Elizabeth Park, comprising 30 acres of rolling land.

BIRTHPLACE OF REX BEACH

ATWOOD, Mich. — This Antrim County hamlet is the birthplace of Rex Beach, whose novels have been widely read in the United States during the past two decades. He makes his home at Ardsley-on-Hudson, N. Y.

Village Industries Established by Mr. Ford Are Justifying Themselves Economically



Upper Left—Nankin Mills. Right—Northville Plant. Lower Left—Plymouth Plant. Right—Iron Mountain Plant.

CADILLAC IS NAMED FOR FRENCH LEADER

Cadillac, Mich.
Special Correspondence

CADILLAC is a name well known and revered throughout Michigan. It was the name the French founder of the city of Detroit, Commander de la Mothe Cadillac, who commanded the earliest contingent of French forces located in the territory, that has since become the State of Michigan.

Cadillac is a name that has been given to great manufacturing institutions, to a famous automobile, to a noted hotel, as well as to this city, one of natural beauty and civic attractiveness.

Cadillac is a busy and prosperous industrial community. It is the home of the St. Johns table factory, the largest of its kind in the world.

Included in the manufacturing products of Cadillac are such staples as furniture, maple flooring, chemicals, pig iron, veneers, motor trucks and malleable iron products.

Two-thirds of the streets of Cadillac are paved. Cadillac was among the first cities of the entire country to adopt the city commission with city manager form of government.

The people of Cadillac have been generous in the direction of public instruction. Modern and well-equipped school buildings provided with adequate libraries, domestic training, commercial departments are included in the educational provisions.

Other features are its twin lakes, several parks and a conveniently located country club provided with suitable buildings and a nine-hole golf course.

ECORSE IS SHARING DETROIT'S PROSPERITY

ECORSE, Mich.—Ecorse is one of the Detroit River communities which is sharing Detroit's prosperity. Though it has only one automotive plant, a steel corporation operates smelters, and there are foundries, a salt manufactory, and part of a shipbuilding works are within Ecorse's corporate limits.

Ecorse is delightfully situated on the Detroit River, and its residential desirability is attracting population steadily. It has a population of 12,000, most of which has been added within the last 10 years. George Morris is Mayor.

MOTOR INDUSTRY AIDS IN ALMA'S PROSPERITY

ALMA, Mich.—Alma takes its place among industrial cities in the main as a manufacturer of motor trucks and steering wheels. The Republic Motor Truck Company is located here. The steering-wheel factory, a recent addition to the city, is one of the largest of its kind.

The city is administered by a commission of five men and a manager. Civic beauty is promoted by a civic league. Educational facilities are good with three elementary schools and a high school of 2000 pupils. Alma College, well-known Presbyterian institution, is located here.

Wyandotte, Settled by Indians, Has Many Points of Distinction

Wyandotte, Mich.
Special Correspondence

FROM Indian canoes to ocean-going steamers, from a cluster of wigwams to a city of 35,000, is the record of Wyandotte, the city in which was made the first Bessemer steel in America and in which was built the first steel steamship ever constructed in the United States.

Wyandotte is located on the Detroit River 12 miles from Detroit.

Here, even while the woodsmen were cutting the trees in the dense forests which contributed so materially to the city's growth, early chapters in the great steel industry were written. Here, according to local records, the largest plate of iron ever made up to that time was rolled and sent to the Centennial Exposition at Philadelphia in 1876.

Probably because of the fertile sandy loam which was easily cultivated for maize, the Wyandotte Indians chose this site as a place of settlement back in the early days. Soon after the War of 1812 Major Biddle, a retired army officer, came to Wyandotte and purchased from the Government 2200 acres of land extending two miles along the river front and the same distance in depth. The purchase price was $20 per acre. On this land has been built the city of Wyandotte.

The city's industrial growth began back in the early fifties when this spot was selected as the site for a blast furnace and rolling mill. The superiority of iron ore from the Lake Superior region had been determined for bar and plate. On the advice of an eastern iron founder of high reputation, Capt. E. B. Ward and a group of men organized the Eureka Iron Company and decided upon Wyandotte as a desirable place for the erection of a blast furnace, the decision having been influenced by the dense forests of this section.

Although the ore was of superior quality, it proved a mere pocket and the work of the furnace did not continue long; however, the rolling mills grew until they comprised what is said here to have been at that time the best plate mill in the country, a rail mill and a sheet mill. Among veteran Chicago steel men it is said that the first steel rails rolled in America were made from Wyandotte steel.

Bessemer steel recalls a sad chapter in the town's history. Whatever the reasons were, and they have been attributed to several causes, the mill moved to Chicago. About this time salt was discovered, samples of which were analyzed and found to be of excellent quality. This mineral, lying so close to the great limestone beds of Sibley and the pure water of the Detroit River, made possible the establishment in Wyandotte of the Michigan Alkali Company, a manufacturing concern that ships millions of tons of soda ash and like products to all parts of the world. Through this discovery two of the largest chemical manufacturing plants and one of the largest salt manufacturing plants in the country have since located here.

"Father of Plate Glass"

Capt. J. B. Ford of Pittsburgh, Pa., the "father of plate glass" in the United States, hearing of the salt beds that underlaid this section, started a company which has had a steady growth.

In the early seventies there was established here the Wyandotte Shipbuilding Company. Large passenger boats were constructed and during the World War the company built ocean-going freighters. The first steel steamer built in the United States, according to local authorities, the tugboat Sport, was built here in 1871-72.

The silver smelting works, which at one time smelted all the silver west of Pittsburgh, were located here and one by one other manufacturing concerns were attracted to Wyandotte. It has a very fine river harbor and is the third city in Michigan in point of freight shipped annually. Wyandotte is touched by all but two of the steam roads that enter Detroit.

TAKES FACTORY TO FARM AREAS

Small Streams Yield Power for Ford Plants, Giving "Off-Season" Work

Dearborn, Mich.
Special Correspondence

IN THREE places near Detroit, Henry Ford is making sluggish streams and woodland brooks furnish power which in turn furnishes employment for hundreds of persons "out in the country."

One of Mr. Ford's policies is to use the energy of small streams to generate electricity and build small factories where farm folk can find employment at city wages during their slack time. Such places are found at Phoenix, Plymouth and Nankin Mills where there are small manufacturing plants and thus he proves that he was in earnest when he advocated rural factories along little streams.

An example of the manner in which the decentralized manufacturing fits into the rural life of the community is found at Phoenix. This plant is almost hidden from the highway by a clump of trees and all day motorists pass by without realizing that they are passing an industrial experiment and object lesson that may have a profound influence in changing the industrial fabric of America.

Other interesting angles of the Ford enterprise are located in other sections of the State. At Iron Mountain is the center of the Ford lumbering activity, which, despite the inauguration of all-steel bodies, reaches huge proportions each year. Probably even more impressive than the production of wood body parts, however, is the extensive reclamation development by means of which scores of by-products are reclaimed from all wood scrap and the highest potential value of the forests is realized. The Iron Mountain plant incidentally probably is the largest of the decentralized part of the mighty Ford industry.

At Waterford is another example of a part of the Ford manufacturing scheme which might be carried on as well, if not better, in a village as in a metropolis. Here the gauges upon which Ford accuracy is dependent are produced.

Flat Rock and Northville, near Detroit, are small production centers for actual parts of the car. At Flat Rock the lamps and lenses are produced and at Northville valves are turned out. This is in line with Henry Ford's theory to the effect that city life may become disadvantageous to the worker and that some parts of industry may be carried on successfully and more happily in the country.

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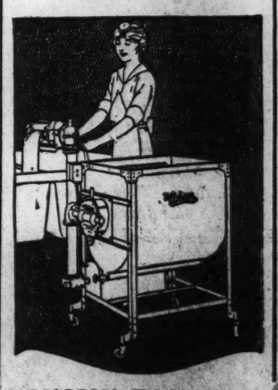
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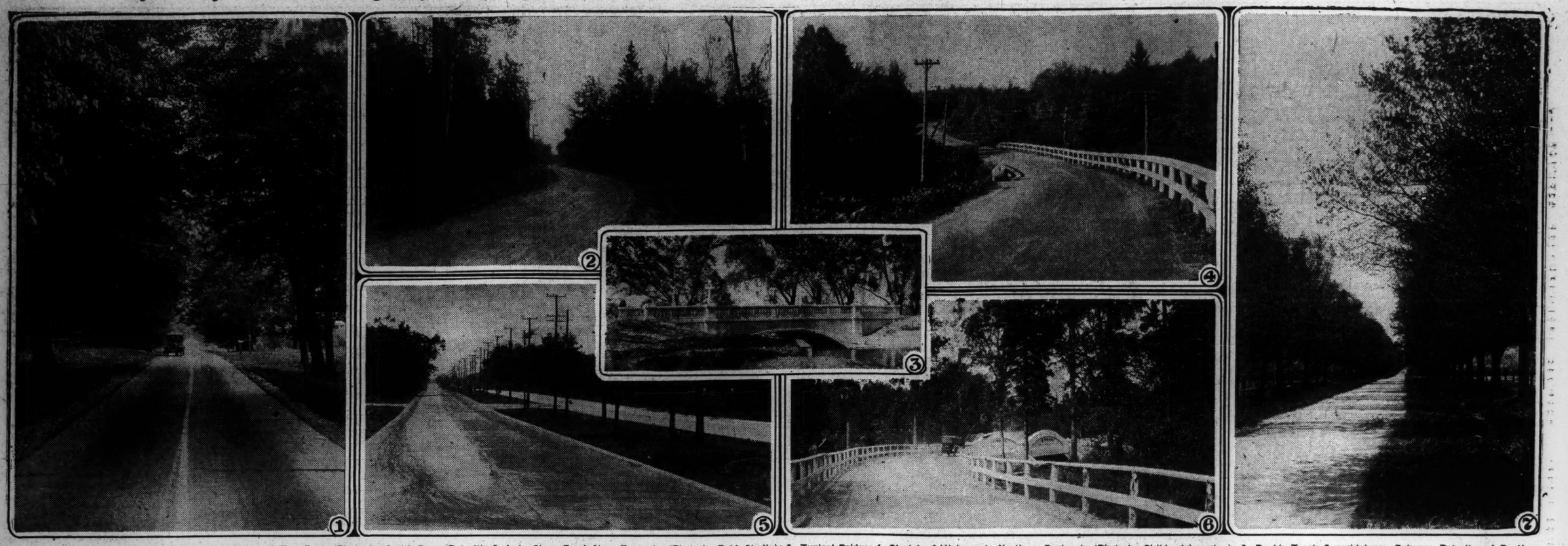
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System of Unexcelled Highways Makes Available to Tourists the Many Recreational Spots in Every Nook and Corner of the State



1—View on Huron River Drive Between Belleville and Flat Rock (Photo by Smith Bros., Detroit); 2—Lake Shore Road, Near Escanaba (Photo by Robb Studio); 3—Typical Bridge; 4—Stretch of Highway in Northern Peninsula (Photo by Childs, Ishpeming); 5—Double-Track Superhighway Between Detroit and Pontiac; 6—Where Cloverland Trail Crosses Sturgeon River in Vicinity of Houghton (Photo by E. V. Butler); 7—Beautiful Country Road Lined With Hard Maple Trees (Photo by Eugene Hall).

Michigan's Good Roads One of States Valued Assets

By FRANK F. ROGERS,
State Highway Commissioner

Lansing, Mich.

MICHIGAN has nearly 59,000 square miles of land area, with 1620 miles of coast line on the Great Lakes, besides thousands of inland lakes which, combined, present shore lines even longer than those of the Great Lakes. The transportation facilities of the State by water, rail and public highways are unsurpassed.

The State has 75,000 miles of public roads, of which 20,000 miles already have improved surfaces of some type, ranging from gravel and macadam to the best of asphalt and concrete pavements, the latter class covering some 2500 miles. This system of highways, coupled with an intensive system of maintenance, makes accessible, at least during the summer months, practically every nook and corner of the State.

The trunk line system of highways, covering 7000 miles, is so well marked that the stranger experiences no difficulty in traveling about the State, day or night, especially if equipped with a condition road map, published by the State Highway Department on the 1st and 15th of each month between May and December, and sold at cost.

The West Michigan Pike (M-11) extending from the state line north to Mackinaw City, is now paved from the state line to Benzonia, 33 miles north of Manistee.

The East Michigan Pike (M-10) extends from the Ohio line near Toledo to Mackinaw City, passing through Monroe, Detroit, Flint, Saginaw, Bay City and Alpena. This road is continuously paved to Saginaw and has in addition some 35 miles of pavement north of Bay City.

All of the roads specifically mentioned will become parts of the new United States interstate road system, recently approved by the Secretary of Agriculture, thus directly connecting the trunk roads of Michigan with the Atlantic and Pacific seaboards, as well as points on the Canadian border and the Gulf of Mexico.

Two beautiful state owned and operated ferries connect Mackinaw City with St. Ignace and carry automobiles and passengers across the Straits of Mackinaw, a distance of eight miles, at prices ranging from $2.50 to $3.50 for passenger cars, passengers free up to the seating capacity of the cars. The boats leave each port every hour and a half during the resort season.

A system of state owned and state managed parks, where the beauties of nature have been preserved, afford ample camping places for tourists at prices which are only nominal.

CHARLEVOIX OVERLOOKING LAKE IS CENTER OF RESORT DISTRICT

CHARLEVOIX, Mich. (Special Correspondence) — This charming little spot is the center of one of the most beautiful resort sections of North America, the "City of the Three Lakes." It is about 50 miles southwest of the Straits of Mackinac, overlooking Lake Michigan from a high bluff.

A land-locked harbor, Round Lake, in the center of the town, is connected by a deep-water channel with the lake. This channel is deep enough for the largest boats to enter the harbor, and is spanned by a swing bridge.

Opening out of the opposite side of the harbor is another deep-water channel into Pine Lake, which is 18 miles long and from one to six miles wide.

The city has a normal population of 3000, which is augmented to 10,000 or 12,000 during the summer months by tourists and summer residents. Hundreds of cottages are owned by residents of Chicago, St. Louis, New Orleans and other southern and midwestern cities.

Splendid train service on the Pere Marquette Railroad, lake steamers direct from Chicago, and fine automobile roads bring thousands to enjoy the setting and sunshine and the cooling breezes. Charlevoix is also attaining some note as a winter resort. An increasing number are coming during the months of January and February to engage in winter sports, skating, skiing, snowshoeing, and coasting.

Hotel accommodations are of the best. There are excellent schools, six churches, beautifully shaded paved streets, splendid automobile roads out into the surrounding country, with its low rolling hills, orchards and fields. A drive around Pine Lake, about 50 miles, to the sister cities of Charlevoix County, Boyne City and East Jordan, and returning as the afternoon shadows form changing pictures on the lake, is time well spent, as is a drive along the shore of Lake Michigan.

Recreation and entertainment are provided by two 18-hole golf courses, bathing beaches on both Pine Lake and Lake Michigan, several strings of saddle horses with instructors, if desired, tennis courts, and a northern Michigan League baseball team. During the season there are several motor boat and sailing regattas, a tennis tournament, a riding contest and other amusements. On the south edge of town is a 20-acre flying field, splendidly situated for the landing and taking off of aircraft, while Pine Lake offers abundant opportunity for hydroplanes. An automobile camp is located on Lake Michigan.

PETOSKEY HILLS ATTRACT HOMES

"Gem City of North" Made Summer Playground—Music Is Feature

Petoskey, Mich.
Special Correspondence

PETOSKEY, styled the "Gem City of the North," is located among the hills of the Michigan watershed, overlooking the sparkling waters of Little Traverse Bay. The highlands, dotted with comfortable homes, rise to the east, west and north, encircling on three sides the business district which crowns the crest of a final terrace dropping sharply away to the water front.

To the north, across the bay, is a lovely view of Harbor Springs and beautiful Harbor Point, reminiscent to the Easterner of the lower Palisades, as one glimpses them over the broad Hudson at Fort Lee.

Westward at the extremity of the luxuriantly wooded shores of the Point, Lake Michigan appears. To the south stretch the meadows and hills of the Bear River Valley, and to the eastward lie many miles of farmland.

Ideally arranged by nature as a playground for city folks, Petoskey has enhanced its natural advantages. Under the city manager form of government, its well-paved and lighted streets form a fitting environment for the hundreds of handsome homes, displaying evidences of the civic pride for which the citizens of this thriving little community are justly noted in their well-groomed lawns, gardens and driveways.

Petoskey is also rich in churches, for 15 denominations care for its religious activities. The famous Bay View Assembly, with its summer university and educational and musical programs, is at its doors, attracting educators, ministers and musicians from all parts of the United States.

Petoskey has been designated by the state board of education as the site for a new fifth normal college, when built. It possesses a model modern school system.

For the lover of the outdoors, Petoskey and its environs offer unusual opportunity. Golf links and tennis courts of the best are available; the waters of many hill-girt bays and inland lakes furnish free scope for the yachtsman's skill, and in their depths the bather finds sport and the fisherman a treasureland. Bridle paths stretch in every direction through the woodlands, and the hiker may travel all day and discover new delights at every turn.

The motorist approaches over fine roads, finding excellent hotel and garage accommodations, many places of historical interest and hundreds of vistas of charm.

Industry, however, is not neglected. A few miles to the westward is located the Petoskey Portland Cement Company, with a proven capacity of 3,000,000 barrels a year and equipment second to none in the United States, owning and operating its own line of lake carriers. The largest makers of sole leather in the Nation, it is said, are located here.

Scenic Marine Surprises Await Michigan Tourists

Petoskey, Mich.
Special Correspondence

ON THE northern end of the Michigan lower peninsula, midst the verdant beauty of pine, spruce and fir-clad hills, is an inviting water avenue called "The Inland Route." The waterway is available to tourists, and thousands annually make the round-trip of 48 miles through a vista of scenic grandeur that is rarely encountered. This area of vast surprises is not accessible by automobile or train.

The allure of inland marine travel finds a novel expression on the meandering course through three lakes and two rivers which constitute "The Inland Route." The waters traversed are Crooked River, Crooked Lake, Burt Lake, Indian River and Mullet Lake. The course has been charted by the United States Government for trustworthy navigation.

The beauty of the ride across the broad expanse of inland lakes and through the channels in the rivers lingers long in the memory. Slipping silently in safety and ease, the voyager is lulled by the languorous charm and wordless lullabies of quiet waves as he starts on the journey. Suddenly he is startled by an abrupt change in the vista of long shorelines and an unbroken horizon.

The boat swings sharply around a bend in Crooked River and the turn of the pilot's wheel uncovers a new scene in nature's phantasy. Blue waves are pushing and purring on a white sandy beach and tranquil woods and deep forests line the shore. The song of birds and the perfume of flowers meet and mingle with the resonant music of Mullet's approaching waves.

The boat at times passes places apparently untouched by time. It is an unimaginative person indeed who doesn't dream of the past and sense the presence of dauntless explorers who roamed this region centuries ago. And as he passes along the bosom of Indian River, the voyager is so close to the shore that he finds it difficult to subdue the impulse to reach out and strip cool green spruce needles from drooping branches. Fish, birds and wild life vie with majestic scenes in their appeal. And then comes the sunset—an east Michigan summertime sunset—with its rose and purple blendings and the warm flushes of orange and gold.

Crooked River is one of the crookedest navigable streams on the face of the globe. The entire waterway is under United States Government control and supervision and is a part of the Great Lakes system of waterways.

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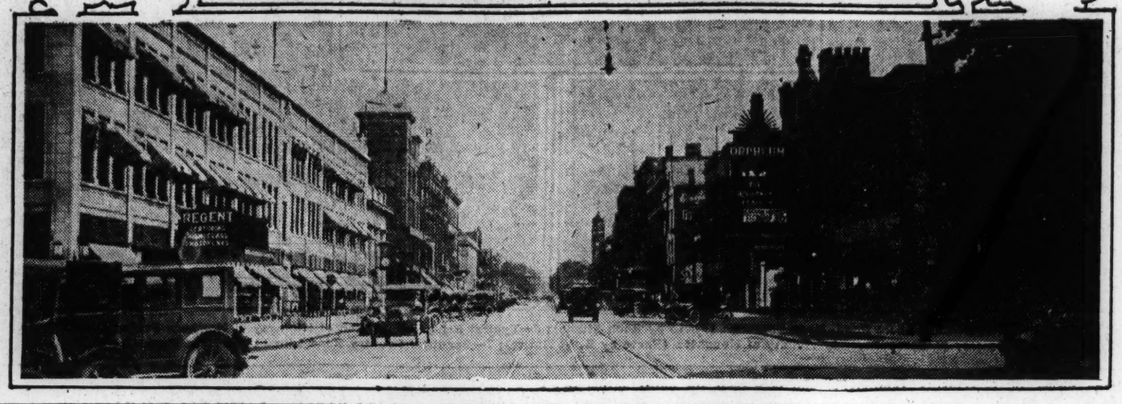
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Bay City's Excellent Harbor and Busy Industrial Section Play Important Part in Giving Michigan Its High Commercial Status









Right—Bay City Industrial Works. Center—New Scottish Rite Cathedral (Photo by Michigan Photo Co.). Left—Manufacturing Plants on Saginaw River (Photo by Michigan Photo Co.). Lower—Washington Avenue, Looking South.

DIVERSIFICATION OF INDUSTRIES SPEEDS BAY CITY GROWTH

Return of Deep Water Transportation Started With Three Corporations Operating Private Fleets—Rapid Progress Forecast for Steel Trade

Bay City, Mich.
Special Correspondence

WHAT diversified crops are to the farm, in a larger way are diversified industries to a city. Bay City is a city of diversified industries.

Nearly 150 different enterprises, which run the gamut of industrial activities, include harness, automobile bodies, cement, ready-cut houses, whisk brooms, cranes, sweaters and caps, theatrical scenery and stage settings, mattresses, soft coal, sauer kraut, steel ships, iron and brass foundry products, wicker, reed and overstuffed furniture.

Valuable pine forests adjacent to the Saginaw River attracted the interest of capitalists in the early '40s and this led to the building of the first experimental sawmill. Others followed and Bay City became a lumber manufacturing center. In 1860, the salt basin that underlies the section was tapped, and this, too, developed as the lumber business had done.

These two great industries brought about a rapid growth in wealth, importance and population. Coal was next discovered about 1895 in Monitor Township and a shaft was sunk. A dozen mines are in operation today within a short radius of the center of the city. This cheap fuel—soft coal—attracted a number of new industries.

Following the gradual disappearance of the pine, and with the removal of several mills to localities more convenient of access to the timber, the lumber manufacturing ceased to be the leading industry, although Bay City is still one of the largest lumber manufacturing centers in the State.

More than 100,000,000 feet of lumber is still manufactured here annually. Maple and oak flooring, sash, doors, interior trim, fabricated wood water pipes, steam pipe coverings, conduits, lath, shingles, boxes of all types, panels and veneer products are allies of the lumber industry here, while three plants are producing ready-sawed homes.

Bay City-made radio equipment is now being shipped to all parts of the United States, while every state in the Union and many foreign as well as American railroads and institutions look to Bay City to supply their cranes and dredges through four separate plants. Automobile parts and bodies are the connecting links with the motor world.

For the last three years Bay City has concentrated on bringing back its deep water transportation, which only the old lumber boatmen recall when the rivers and harbors were crowded with lumber hookers.

Three different appropriations for redredging have been obtained, a freight packet line opened up between the city, Detroit and Cleveland, and three large industries have made Bay City a local distribution point for all eastern Michigan—the Standard Oil Company, the Aetna Portland Cement Company and the Michigan Chemical Company. Each operates its own fleet.

The 1924-25 sugar beet season found Michigan ranking as the second state in the Union in production and Bay City refining 25 per cent of the Michigan crop. This not only affects local business but means that the entire surrounding farming community prospers. The pickling and canning plants also attract the farm crops, while the big national canners of beans depend considerably upon this section of Michigan for their "Boston Baked."

Bay City Masons Build Cathedral

Bay City, Mich.
Special Correspondence

IN THE completion of a cathedral costing upward of $600,000, members of Bay City Consistory, the Scottish Rite or Thirty-second Degree Masons, have this year realized their ambition of a decade.

The territory of Bay City Consistory takes in a large part of northeastern Michigan, starting at Flint and running to the Straits of Mackinac, and when its quarterly convocations are held, they bring to the city hundreds of men, prominent in the business and professional life of their communities, who have fostered the cathedral plan for years. Work on the structure was started over a year ago and its completion gives to Bay City its most impressive building devoted to semi-public purposes.

The new cathedral is connected with the Bay City Masonic Temple, where practically all of the other Masonic bodies of the city meet, but it is the intention of the consistory to confine the use of the cathedral solely to its own purposes, with the exception of the dining room, which will be open to other Masonic bodies whose lodge home is in the Masonic Temple.

BAY CITY OFFERS HOME LIFE AND INDUSTRIAL ADVANTAGES

Strategic Location for Rail and Water Transport Brings Manufacturing and Trade Growth—Center of Water-Power Resources

Bay City, Mich.
Special Correspondence

WITH a population of 52,000, commission-manager government, and hydroelectric power, Bay City well combines industrial advantage and home life in its strategic location on the eastern face of the State of Michigan.

Besides its beautiful homes and broad streets with overhanging trees, its character is indicated by its $500,000 city hall, $250,000 Federal Building, and its 138 industries of diversified character.

Bay City's newly completed $1,500,000 Central High School and Junior College, its new Junior High School on the west side and rebuilt Eastern High School involving recent expenditures of more than $2,200,000 meantime betoken the city's interest in education. Here is also a county normal school.

The Standard Oil Company has recently acquired a large tract of land on the river bank on which it has erected tanks and buildings to make this place its eastern Michigan headquarters. Two 1300-barrel plants of a Portland cement company are in operation, using ships as a means of bringing raw materials to the plant. Four systems of railroads which radiate in all directions carry the product to market.

Bay City-made boats by the Defoe Boat & Motor Works have won for themselves a place in the maritime world, and in the past three years the employed list of this one of Bay City's three boat-building companies has grown from 200 to the 900 mark. From Bay City go many of the revenue cutters and "rum chasers" of the United States Bureau of Internal Revenue as well as pleasure yachts and vessels for seagoing and lake usages.

The Michigan Central Railroad has made Bay City its division headquarters, linking Mackinaw City 182 miles to the north, Detroit 108 miles to the southeast and Jackson 112 miles to the southwest. The Detroit & Mackinac Railroad, working in conjunction with the Pere Marquette Railway links Bay City with Detroit on the south and Cheboygan on the north. The Grand Trunk in Bay City joins both sides of the river with its extensive system in Michigan and Canada, while two belt lines about the city unite the industries of the city with the outside world. Two more freight lines reach out and tap the rich coal fields of the country to the west and the south. The Gladwin branch of the Michigan Central lies within striking distance of 5000 acres of coal which yet await the first blow of the miner's pick.

Bay City's Natural Resources Beckon to Tourist Throngs

Cool Green Forests, Attractive "Nooklets" Clean Camping Grounds and Well-Kept Homes Are Among Features

Bay City, Mich.
Special Correspondence

LOCATED on the banks of the broad Saginaw River, and almost at its mouth where it flows into Saginaw Bay, Bay City has ever been an attractive place, especially to residents of inland towns to whom wide stretches of water and cool green forests are enjoyable for their novelty.

Stretched along the shores of the bay from the mouth of the river and for miles in each direction are little communities of summer homes, ranging from the simple shack to pretentious structure of the wealthy. All lie within easy reach of the city. Most of them are occupied from the days of the early spring sunshine until Indian summer in the fall.

In addition there are plenty of camping grounds open to the public. A splendid state park lies three miles from the city with a mile and a half of shore front and gravel roads running to and through it, with bath houses and rest rooms, and a water supply from the city's filtration plant. This park is open to all comers without charge. Smaller towns within easy driving of the city also have tourist parks well kept and well equipped.

Bay City has its own attractions. The country club has one of the best golf courses in the State. The Bay City Yacht Club, with a commodious club house near the mouth of the river, provides opportunity for those who prefer life on the water. Its annual regatta, usually run off at Tawas Bay, 60 miles up the shore of Lake Huron, is one of the events of the year among lake yachtsmen. It always brings boats from as far away as Toledo, Detroit and Chicago. Weekly sailing contests between one-class boats of members of the club furnish excitement for the amateur sailor. Meantime the Saginaw River furnishes quiet cruising grounds for those who prefer motor boating.

There are other types of vacationers to whom Bay City proves an attractive center. In the early spring it is not far to woodsy places where the arbutus can be found in abundance, to where the dainty hepatica flourishes or to other spots where the ground is blue with violets.

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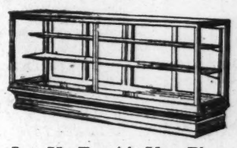


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BAY CITY, BEET SUGAR CENTER

Once Active in Lumber Now World's Leader in Sweet Product

By ROY O. WOODRUFF
Member of United States House of Representatives

Bay City, Mich.

A HALF-CENTURY ago, when Bay City, Mich., was the second largest lumber manufacturing and shipping center in the world, this city was of necessity dependent very largely upon water transportation. Saginaw River and Bay afforded almost a perfect harbor.

Gradually the timber disappeared and one after another the mills vanished with it, until today only a few remain. The disappearance of the timber also meant the end of the port's shipping. No other industry was there to furnish the necessary tonnage and for many years it languished. During these years the harbor and bay filled with silt. Nothing was done until 1912, when $500,000 was appropriated and expended for this purpose. Then followed another 12 years of neglect.

Now, however, the tonnage in and out of this port is increasing and in recognition of this situation Congress is providing the funds for systematic development. The St. Lawrence Waterway is more than a dream; it will soon become a reality, it is hoped, connecting this and other lake ports with every port in the world.

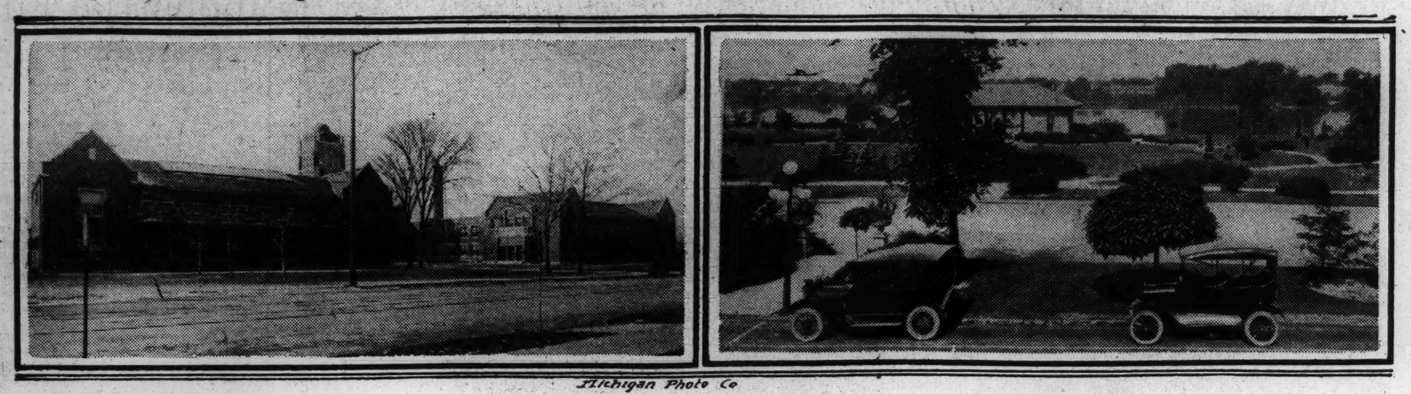
Bay City now produces more beet sugar than any other city in the world. It has large shipbuilding and chemical plants, automotive, locomotive crane, and other iron and steel industries. It is the birthplace and home of the ready-cut house business in this country. It produces more maple flooring than any other city in the middle West. It is the distributing point of the Standard Oil Company for this section of the State. This company brings in all its products by boat from the Lake Erie ports.

An immense Portland cement plant has been erected at the mouth of the river. The capacity of this plant is now being constantly increased and all its raw material is brought to its dock by ships. Some of the lumber companies are now shipping their logs or lumber from Canada by boat.

In addition to its water transportation facilities, Bay City has four trunk line railroads over which it can ship its products north, south, east and west without encountering the congestion and resulting delay which is so serious in the freight yards of Detroit and other Michigan cities. Railroad freight rates are growing ever higher. Economic necessity is demanding that water transportation with its lower rates shall be used wherever possible.

Bay City is the gateway to and the distributing point for all of northeastern Michigan, that great section running 200 miles north of Bay City to the Straits of Mackinac. It is a city of home owners, of fine schools and pure water.

Central High School and Wenonah Park Are Two Well-Known Spots in Bay City



Michigan Photo Co

HIGH STANDARD FOR SCHOOLS IS MAINTAINED IN BAY CITY

By G. L. JENNER
Superintendent of Public Schools, Bay City

Bay City, Mich.

THE people of Bay City have a high appreciation of the value of education. For many years they have insisted on keeping the schools of the city among the best in the State.

The physical equipment includes 19 school buildings consisting of 16 grade schools, two junior high schools, and one senior high school. The 16 grade schools are good substantial buildings with good heating, ventilation, and lighting. The walls are all kept freshly tinted, which, together with the numerous pictures in the buildings, cause them all to present an attractive interior.

One of the junior highs is an entirely new building costing about $800,000. It is modern in every respect and very conveniently arranged for all types of junior high school work. The East Side Junior High School building was originally the Eastern High School building which has been remodeled.

The senior high is a new building costing about $1,500,000. It contains, besides the regular rooms for academic work, an auditorium, a gymnasium, lockers, showers, and a pool; also machine shops, woodworking shops, rooms for auto mechanics, printing, and forge work. There is also a well-equipped cafeteria for the accommodation of students who live too far from the school to go home for lunch.

Through the primary and secondary grades textbooks are furnished free to all students and all kinds of supplies, such as paper and pencils, are furnished to all students until they enter junior high school. Furnishing all supplies guarantees to each pupil everything that he needs for successful work and simplifies materially the work of the teacher. Fewer failures are recorded and a much more uniform grade is maintained than would be possible if pupils furnished their own textbooks and supplies. It is impossible to estimate how much the standard of our work is raised by our supplying those materials.

The work in the grades is similar to the work done in other cities. In addition to the regular academic work we have supervisors for penmanship, music, art, and physical education.

We require that each teacher hold at least a life certificate and the average qualification of the Bay City teachers is about one year in advance of a life certificate. With these qualifications and the teaching experience of our corps of teachers and the materials furnished as they are to the students, we are able to maintain a very high standard in all departments of our grade work.

During the winter months, beginning about the middle of October and closing about the middle of March, for many years we have maintained a night school for the benefit of people of all ages who find it impossible to attend the regular day school classes. About 600 availed themselves of the opportunity to pursue some line of study at the school.

In addition to the public school work as outlined we also have in connection with the Riegel School a county normal.

Michigan Public Schools Build Active Citizenry

Compulsory Long Study Terms, Strict Labor Laws, and Supervision of Parochial Schools Among Factors in State's High Literacy Rank

By THOMAS E. JOHNSON
Superintendent of Public Instruction, State of Michigan

Lansing, Mich.

MICHIGAN, like all of the north central states, has had, since the beginning of its existence, a school system which has now for over 80 years been free and tax supported. At first the only schools were the one-room schools of the rural districts or the neighborhood schools in the villages and cities.

The University of Michigan was actually operating in 1837, the Michigan State Normal College opened its doors in 1852, and the Michigan State College was established in 1856. Thus it will be seen that the need for higher education was recognized immediately.

At first, the opportunities for secondary education were provided by so-called branches of the University of Michigan. These branches were established in about 25 of the cities of the State. Later, however, it became customary for the cities and larger villages to establish high schools, which were declared legal by the famous Kalamazoo case in 1874, when Mr. Justice Cooley pointed out the great importance of education and the fact that a high school education was a necessary part of the program. High schools became more common and by the beginning of the present century high school attendance was deemed the customary thing.

Compulsory Education

Michigan has long had compulsory education laws upon her statute books and they were pretty well enforced for many years. About 20 years ago these laws were reorganized and since that time have been rigidly enforced. A recent Legislature went so far as to authorize a state system of accounting which would make it possible for the state authorities to check up on attendance in the local districts. This is a unique procedure as well as one increasing state control.

Similarly the school term in Michigan has been rather longer than in other states, and today the minimum legal term is nine months, which is the longest minimum term in the Union. The extension of vocational education has done much to popularize the whole cause of education and has tended to keep people in school. The labor laws of Michigan have long been rigid so far as the employment of youths are concerned.

While the consolidated school has not had the rapid growth in Michigan which has been witnessed in other states, the large number of village high schools, together with the fact that all non-high school districts paid the tuition of those ready for high school to some approved secondary school, has made it possible for an increasingly large number of our students to have high school opportunity.

As a result, so many have attended both high school and higher institutions of learning that the statistics usually given as to the percentage of public school pupils going through high school and entering the university are very inadequate so far as Michigan is concerned.

In addition to these factors it has long been customary for those entering the teaching profession in Michigan to have a considerable degree of preparation, and now we have legislation providing for at least one year of professional training above a four-year high school course as a minimum prerequisite for entering the teaching profession.

Private Schools Supervised

The present status of Michigan in so far as literacy and attitude toward education of her people is concerned is due to the fact that high schools have been prevalent for over 50 years. The district school has been in existence since Michigan was settled. The university and other institutions of higher education have had open doors for nearly as great a period.

A long school term and a healthy attitude of the people toward educational problems and needs has produced a system which, while perhaps on paper is not so good as that of some of the other states, in practice, is really second to none.

Nothing could illustrate this better than the fact that the parochial schools of Michigan are under state supervision, the teachers are qualified as are public school teachers, the course of study and length of school term is the same, and they are inspected by the State Department in the primary and intermediate schools and by the university in the case of the high schools.

PIONEER LUMBER DAYS GONE, PICTURESQUE TALES LINGER

By JOHN C. DeCAMP
Secretary, the Michigan Forestry Association

East Lansing, Mich.

THE writer was only a small boy in 1890, perched often on a candy barrel in Charlie Cook's wholesale grocery in West Bay City, listening open-eyed to tales of the days when Michigan, in the late '80s, led the world in timber production. These were stories of rivers jammed with logs, of "river hogs" riding the "white water," of crews in stagged pants and spiked shoes and woolly mackinaws fighting lustily for the possession of the river in the mad rush with the logs down to the bay. Even as late as 1890, the arrival of the spring "drive" was an event, to be celebrated by the lumberjacks who had spent the winter in camp up-river.

No analysis of Michigan industry today would be complete without including lumber, so potent has the lumbering been in determining the State's development. Early Colonial reports on Michigan were indicative of its future history. "A region of dense forests," says an early report. In 1825, the timberland in Michigan was shown as 97 per cent of the total area. The field notes of the surveys of 1835-1850 tell of remarkable timber in almost unbroken wilderness.

The industrial expansion that followed the Civil War brought a demand for Michigan timber. Cities sprang up in the north-central and prairie states like mushrooms, overnight like. The forests of New England could no longer supply the demand for building materials. The mill men of the East came "West" to virgin timber. The French "voyageurs" had brought stories out of Michigan forests of pine "straight as an arrow and of prodigious size," of fertile black soils where the hardwoods grew, of lakes where the trout splashed and the deer came down out of the woods to drink.

Sturdy sons of pioneers who had left the rock-ribbed farms of Vermont for the newer soils of New York State had heard the call and, pioneers as their fathers had been, they had moved on into the woods of Michigan. Their household goods were limited to the few necessities they could bring in by ox team. With the coming of the mill men, there was work for everybody. The north woods hummed with activity. Farmers flocked in from the farms of Ohio and Indiana for the winter's woods work and many of them remained to hew out new homes on the cut-over lands.

The Saginaw Valley in those days lay like the palm of a man's hand: New England on the east, Chicago on the west, unexplored forests at the head of Lake Superior on the north; four rivers flowing into the Saginaw like fingers, the Shiawassee, Cass, Flint, Tittabawassee. Giant pines bordered the streams; logs were rolled over the banks and floated down to the mills. Government land, heavily timbered, sold for 10 shillings ($1.25) an acre. It has been estimated that in 1863 there were 125,000,000,000 feet of timber in the lower peninsula, north of Saginaw.

In the expansion which followed, there were 700 to 800 camps each winter in the woods employing as high at 25,000 loggers. At the valley's peak of production, in 1881, there were some 60 mills cuting a total of 1,000,000,000 feet a year. A plank road had been built from Saginaw to Flint, 30 miles, out of 3-inch clear white pine.

There were no railroads in the northern part of the State until about 1880. Early operations were confined to the pine, which could be driven down the rivers. In the spring of 1875, there were 30 solid miles of logs on the Au Gres, with a jam of 9,000,000 feet and 300 men working on it. That same year, 11,000,000 feet of logs came down the Tobacco and 55,000,000 down the Upper Muskegon.

The best of the pine is said to have been on the Flint and the Cass rivers and along these rivers and the mouth of the Saginaw into which they emptied, center many of the stories of early lumbering days. Three of our governors got their start here: Josiah W. Begole (Fox & Begole), Henry H. Crapo with mills at Flint, and Aaron T. Bliss in the valley.

Michigan ranked first among lumber-producing states during the period 1870-1890. In 1900 it ranked second; in 1910, ninth; in 1920, fourteenth.

Leaders of Motor Industry Enjoy Many Varied Interests

Henry Ford, a Naturalist—William Knudson Talks of Books—C. F. Kettering Plans Long Tours—Alvan Macauley Designs Furniture

Detroit, Mich.
Staff Correspondence

THE individuality of such men as Henry Ford, William Knudsen, head of the Chevrolet company; Alvan Macauley, head of the Packard Corporation; Charles F. Kettering, leader of the General Motors research work, and other executives has a large influence on the automobiles which the American public buys. These men, in addition to being the leaders of Detroit's major industry, have their very human side. For instance, it was Henry Ford who revealed to the representative of The Christian Science Monitor an unsuspected culinary skill. For most men it would probably be as difficult to make a good jelly as to make a good motor car, but it seems that Mr. Ford can do both.

Mr. Ford, it appears, has always been a nature-lover—long before he knew John Burroughs or Luther Burbank. Walking one day recently over the fields he noticed the presence of many may apples (mandrakes), with their small, plum-like fruit, which were growing wild. He picked a hatful, took them to the laboratory and, without more ado, made jelly of them!

The point of the thing was that nobody not in the secret could figure out just what that jelly was made of. It perplexed all the women-folk. They would agree that it wasn't apple—and that it wasn't quince-and-apple.

"But they couldn't agree what it was!" said Mr. Ford, crossing one leg over the other, as he told of their perplexity, from which he still derived enjoyment. Mr. Ford seemed to get as much relish out of mystifying the housewives—as he told the story—as he got out of the $3,000,000 saving from a new method of making Ford steering wheels out of straw and rubber. The truth probably is that Mr. Ford loves any task, however big or minute, if only it requires a pioneering attitude and a new way of looking at things.

Varied Interests

Although William Knudsen, head of the Chevrolet concern, is not well known outside of Detroit, those who have met him intimately declare he is among the greatest production men of the industry. Mr. Knudsen came to the United States as a young man from Norway and started at the bottom. At one time, it is said, he was getting a few dollars a day. Today he gets a salary in six figures.

To an interviewer who had come to talk about automobile engines, tire costs and "sales resistance," he spent an hour talking about books instead. When the interviewer departed he was urged to look up Johannes Jensen, the modern Scandinavian writer, who, like Mr. Knudsen, is a Dane.

Charles Kettering, who invented a revolutionary self-starter for the motorcar, and now is planning the "automobile of the future" for General Motors, likes nothing better than motoring for a diversion. He has a brand-new parlor-pullman motorbus all finished and made to order. In a few weeks he, with five companions, will drive in it to the coast.

The bus has radio, phonograph, and book shelves and a living room 20 feet long and 7 feet wide. Mr. Kettering's companions feel that in having him along they need not worry about handy engine repairs. To have Mr. Kettering fixing the magneto on a private bus, they say, will be like having Thomas Edison fix an electric bell circuit.

Mr. Macauley, head of the Packard Motor Company, is an authority on furniture styles, and has his own workshop where he designs and constructs furniture for himself. He is fond of colonial styles—the kind which grew up in the early days of the country as an offshoot of English patterns.

"Furniture on Wheels"

In some cases, Mr. Macauley says, retired American sea captains turned their expert hands to manufacturing furniture, and thereby helped along in the development of the provincial style. They would have nothing that was not ship-shape, tidy and solidly built, and whiled away their leisure with the most expert joining and carpentry.

"An automobile is really just a piece of furniture on wheels!" Mr. Macauley confided to the interviewer.

Martin Pulcher, head of the Federal Motor Truck Plant, is of an energetic type common in the Detroit automobile business. Like other executives, his own individuality seems largely to have found a place in the motor vehicle which his factory produces.

Mr. Pulcher gives the last ounce of effort to the work of production, just as do the very trucks that he and other similar heads of Detroit factories produce, which go out into the far ends of the earth and are the wonder of the natives in the obscure corners where they demonstrate Yankee energy.

Again there is Edward Wilmer, the youngster of the whole Detroit executive family. However, he is only a few years younger than Roy D. Chapin, head of Hudson Motors. Mr. Wilmer has just assumed his position as head of the great Dodge works, one of the world's largest industrial groups, while yet in his thirties.

SAUGATUCK HAS ART COLONY

SAUGATUCK, Mich.—Because of its nearness to unusually beautiful dunes, to the Lake Michigan shore and the winding Kalamazoo River, Saugatuck has been chosen by a number of artists for a summer colony. The Summer School of Painting, begun here by Frederick W. Fursman in 1909, is now under the auspices of the Chicago Art Institute Alumni Association. The school is a gathering place for artists of the middle West, including Canada.

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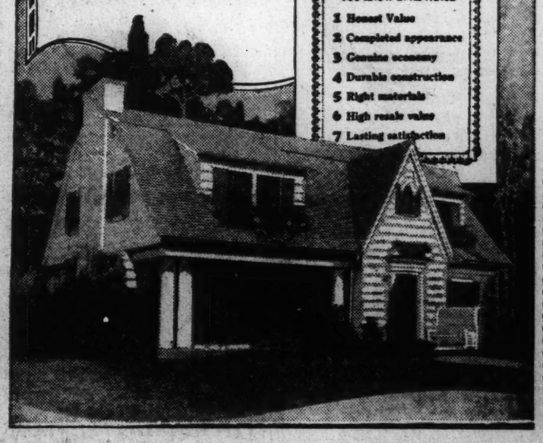
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Third City of Michigan Owes Growth to Sterling Citizenry

Flint Lacks in Natural Resources, But Makes It Up in Character of People—Started as Lumber Center—Now Automobile

By D. D. AITKEN
Former Member of Congress

Flint, Mich.

THOUGH founded more than 70 years ago, Flint has made most of its development in the last 20 years. Big industry has brought to Flint many wide-visioned men, whose broad-gauge civic spirit has been reflected in every department of the city's progress, until today it takes rank as Michigan's third city.

This remarkable progress is not due to natural resources. Flint has no deep-voiced ocean, no great lake, no big river, no expansive prairie. By nature Flint should be only a village. But the population has quadrupled in the last decade and a half—the 3000 population of 1860 increased to 38,000 in 1910 and to 142,000 today. Assessed valuation is placed at $155,357,070.

On its incorporation, Flint took in the territory which had been known as the Village of Grand Traverse where Indians and white settlers, nearly 100 years ago, crossed the Flint River on their way from the French settlements on the Detroit River to the northern lands of Michigan and the Northwest.

Lumber an Early Industry

The chief industry in Flint in its early history was the manufacture of lumber from the pine growing in the basin of the Flint River. Later the city developed the industry of manufacturing vehicles of various kinds, and at one time there were more horse-drawn vehicles manufactured in Flint than in any city in the United States. But it was with the developing of the manufacture of automobiles and their accessories that Flint commenced its rapid strides.

While the city, at the time of its incorporation, prided itself on the culture of its people, only last March it celebrated the seventy-fifth birthday of the Ladies' Library Association organized by those early pioneers interested in education, culture and better living long before the city was incorporated.

Flint has relied upon its own people largely for its development. There has never been any special effort made in the way of contributions or bonds or otherwise to induce manufacturers to locate here. The feeling that has actuated its citizens has been that if they produced and developed, they would furnish the initiative, inclination, energy and intelligence to work out the city's welfare.

These descendants of that sturdy eastern stock have ever realized that it was the character and quality of the citizenship that made a worthwhile city, and that if it was worth while it would come into its own, and Flint surely has. These men were practically all descendants of those early citizens that years before had set their stakes in the wilderness to grow up with and improve the country.

Early Settlers Well Repaid

If those early settlers could have contemplated for their descendants hundreds of acres of playgrounds with all kinds of mechanical devices for childish pleasure and development, public swimming pools and municipal golf courses, with 1046 acres of improved parks, what an incentive it would have been to their laborious struggle.

The building program has gone steadily forward and $54,000,000 worth of new structures have been put up recently. The city's industries have greatly increased in number and size, and are the broad base of the splendid pyramid of Flint's modern civic life.

But buildings and business alone do not make a great city. Flint has many excellent grade schools, a new high school located on a 57-acre campus, two new junior high schools, and a junior college. The educational impetus can be felt all through the city's life.

And Flint is a city of individual homes. The percentage of families living in their own homes is very large.

Flint's growth may be estimated by the postal receipts and money orders issued.

Works for Americanization

In 1900 Flint was what might be termed 100 per cent American. There were few, if any, even foreign-born citizens in Flint, and the first person recognized as foreign-born to sojourn here was a Chinese laundryman. While a great change has taken place in this respect, practically every language and most of the tongues being spoken in Flint, there is probably no city in the country where there has been such an efficient and successful effort made at Americanization. There are few people now in Flint that do not speak English and who do not practice the customs of American people.

The Industrial Mutual Association, with its thousands of members, carrying on its work of improving social relations and protecting the membership and their families, is something novel in its conception and unheard of in its accomplishments.

Flint is a mighty pyramid rising up majestically in the midst of this pulsating State of Michigan. Its broad base is industry, commerce and finance. Its rising tiers are the various arts and sciences. Its apex and crowning glory are the happy hearts and homes of its prosperous people.

Downtown Section of Flint, One of Michigan's Great Motorcar Production Centers



© Crooks

Flint Keeps Title "Vehicle City" as Motor Supersedes Wagon

City's Recent Growth to Third Rank in State Due to Automobile Manufacturing—Population Is 11 Times Larger Than 25 Years Ago

Flint, Mich.
Special Correspondence

AS MICHIGAN'S third city, Flint owes its growth, development, and prosperity to the State's leading industry, the manufacture of automobiles. The city's expansion is so closely allied to the similar development of the automobile industry that its title, "The Vehicle City," earned during another industrial era, is still fittingly descriptive.

Today Flint has a population of 142,000, according to the 1925 directory estimate. When the century opened, the city's population numbered 13,103. This means that in population the city has grown 11 times larger in 25 years.

There is no doubt that the growth of the automobile industry is directly responsible for such remarkable development. The first cars were produced here in 1903, when the Buick Motor Company was organized and 16 cars were manufactured. Since that time the city's growth has been in direct proportion to the increase in automobile manufacture.

There are three noticeable phases in the city's history. Before the middle of the last century Flint was nothing more than a village located on Flint River in Genesee County, about 68 miles northwest of Detroit. It was originally platted as the village of Grand Traverse, and was later known as the village of Flint River, although never incorporated as a village.

Fur trading, fishing and lumbering were the principal industries, although in 1840 the Genesee Iron Works began operations as though foreseeing the important part such enterprise would later play in the city's life. The first actual boom, however, began about 1850 when the lumber trade began to wax important here. By 1855 the city was a thriving lumbering community and in this year it was incorporated as the city of Flint with a population of 2000.

The second phase began with the decline of the lumbering trade. In 1869 W. A. Paterson began manufacturing carriages, and similar industries followed. In 1886 W. C. Durant and J. Dallas Dort, then young men still in their twenties, organized the Durant-Dort Carriage Company, which later grew to be the city's leading plant, manufacturing as many as 150,000 vehicles in one year. It was during this period that Flint became known throughout the country as "The Vehicle City." During this time axle works and body companies as well as subsidiary industries, made Flint their center.

William C. Durant recognized the great future of this industry. In 1903 he reorganized the Flint Wagon Works, which was making the Buick automobile with the engine designed by Thomas Buick. This industry became known as the Buick Motor Company, and 16 automobiles were made the first year. Mr. Durant, as the chief executive of the company, saw the industry gradually get on its feet and begin its tremendous growth.

In 1908 Mr. Durant organized the General Motors Company, with the Buick Motor Company as one of the principal units. The Weston-Mott Axle Works was absorbed by the Buick at the same time and as the industry grew a number of other subsidiary industries were absorbed. Flint's second largest automobile factory, the Chevrolet Motor Company, was also organized by Mr. Durant in 1912 and by this time the third phase of the city's development was in full swing. Later on, after leaving the General Motors, he organized the Durant Motors and located one of its subsidiaries, the Flint Motor Company, in the city.

Thus within a short time Flint has assumed metropolitan proportions and almost wholly through the foresight of several men who realized the possibilities of the automobile. Today the city of Flint coveres 19,114.6 acres of ground and is the home of 75 industries whose total output for 1925 was valued at $422,170,599.

In addition to the manufacture of automobiles, many other articles, mostly built for use in the automobile industry, are made here. These include spark plugs, carburetors, automobile bodies, motor axles, springs, and body varnish.

Many men prominent in the automobile industry received their start in Flint. Among these may be listed, aside from William C. Durant, J. Dallas Dort, C. W. Nash, Walter P. Chrysler, Charles S. Mott, W. A. Paterson, W. F. Stewart and H. H. Bassett.

CAMP FIRE GIRLS ACTIVE

BANGOR, Mich.—There are five active organizations of Camp Fire Girls in this town. This is considered an exceptionally good showing in a community of approximately 1500 people.

Industrial Education Work Proves Profitable to State

By K. G. SMITH
State Supervisor of Industrial Education

Lansing, Mich.

MICHIGAN'S department of industrial education deals with the education of persons who are preparing to be employed or who are already employed in industry, that is, in factories, shops, and stores as distinguished from the home and farm. About 42 per cent of the working population of the State is engaged in industrial employment, chiefly in the larger cities.

We have special day and part-time schools for boys and girls under 17 years and evening classes for older persons. Thirty cities in the State have some form of industrial education. Industrial occupations for girls outside of factory work are rather limited. Those that are taught include typewriting, bookkeeping, filing, comptometer operating, dressmaking, millinery, and cafeteria work. Some girls have taken up printing and bookbinding and are doing well.

The boys' work includes all kinds of machine shop work, drafting, automobile mechanics, sheet metal work, electrical work, carpentry, furniture craft, pattern-making, printing, bricklaying, plastering, tilesetting and plumbing. In our part-time schools are many apprentices learning trades on the job and attending school only four hours a week.

The total enrollment in all industrial schools and classes last year was 24,000. These schools and classes receive state and federal money under the Smith-Hughes Law. Each year they must be inspected and approved in order to be sure that all requirements have been met.

Approved part-time industrial schools and classes received $125,000 last year from state and federal funds. The boys and girls of these classes earned during the same period $3,500,000, or about 14 times the amount spent on them.

In order to prevent indiscriminate employment of boys and girls, the State requires all persons who enter employment under 18 years of age to furnish their employers with a working permit and age certificate. The department of industrial education supervises their issuance by school officials.

Manual arts is taught in nearly all schools in grades 7, 8 and 9 for the purpose of general education and to help boys find out whether they are mechanically inclined. Definite and special trade education is not given until after the 16th year.

Agricultural and home economics education is also well provided for under state supervision. Vocational courses in these subjects fit in well with college preparatory work and are given in practically all up-to-date high schools in the State. Special industrial courses are limited to the larger industrial centers and are intended for boys who are not going to college.

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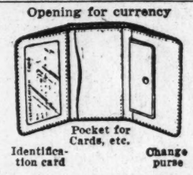
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Two Sections of Muskegon's Panorama Showing Muskegon Lake, Industrial Plants, and Business Section—Western Avenue Shown in Both Views

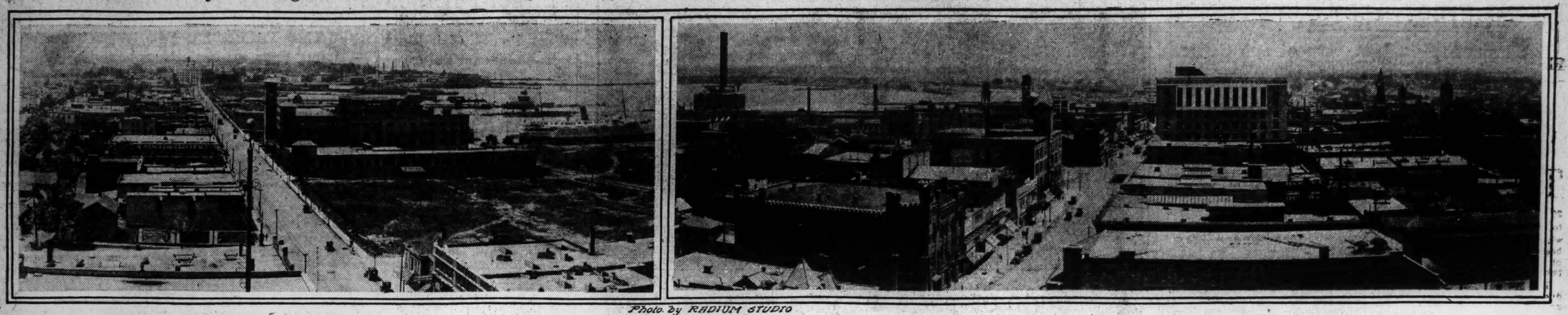


Photo by RADIUM STUDIO

MUSKEGON HAS SURMOUNTED TRYING INDUSTRIAL HANDICAPS

With Passing of the Lumber Business, There Came a Great Fire, Then Panic—Now City Is a Thriving Commercial Center

Muskegon, Mich.
Special Correspondence

BACK in the late '80s Muskegon shipped more lumber than any city in the world. Then one by one the mills shut down for want of logs and Muskegon faced a crisis.

Today one hears the story, often repeated, of the transformation of the once famous "Sawdust City" to a great industrial center, for it is the story of pioneers' faith and vision backed with a willingness to reinvest in new lines.

Scraggly piles, projecting here and there from parts of undeveloped water front along its seven miles of inland harbor, are about the only reminders modern Muskegon has of the former "lumber queen" of the middle West.

Those old piles mark the margins of what were once rudely-constructed docks, from which hundreds of millions of feet of white pine were shipped yearly for the upbuilding of the middle West.

The story of Muskegon begins with 1837, the same year that Michigan became a State, when the first sawmill was built at the mouth of Muskegon Lake. In 1869, when it was incorporated as a city, Muskegon had still only a population of about 6000. From then on its advance was rapid to its fame as a lumber center in 1887, when its 47 sawmills handled 700,000,000 board feet in the total season's cut. That record stood for several years as the world's highest.

Then came a decline as rapid and spectacular as the city's rise. The magnificent white pine forests of western Michigan, which the Muskegon River had fed into the waiting sawmills, began to be exhausted. In 1892 a disastrous fire, the second in its history, wiped out nearly a third of the city. The panic of 1893 followed and the population dropped from 24,000 to 16,000. The outlook was disheartening. Grass grew in the streets.

Vision and courage of the city's business men of that day, coupled with the loyalty of Charles H. Hackley, one of the lumbermen who had made a fortune here, pulled Muskegon through. While others were taking the millions elsewhere that they had accumulated, the firm of Hackley & Hume stood by.

A chamber of commerce was organized and despite their hard times the people of Muskegon supported it with two successive bond issues of $100,000 each, the funds from which were turned over to trustees to be used in inducing the location of new industries. The concerns which came here through the employment of those funds are the foundation of Muskegon's prosperity today.

With the opening of the new century Muskegon was already "coming back," and it has been coming ever since. The gifts to Muskegon of Mr. Hackley have been widely heralded. What is not so well known is the way Hackley & Hume money came to the support of those budding new industries in their early days when the strain of establishing themselves proved sometimes too great for their resources. With this assistance nearly all of them survived.

Mr. Hackley's direct benefactions included the Hackley Public Library, the Hackley School, the Hackley Manual Training School, Hackley Art Gallery, Hackley Hospital and Hackley Park, the latter covering a city block.

Today, after a quarter of a century, Muskegon, including Muskegon Heights and North Muskegon, is enjoying a prosperity the old Muskegon never dreamed of. Population of the Muskegon area is estimated at 56,800. It has over 200 industries employing over 16,000 hands. Statistics for 1926 place the number engaged in gainful occupations in Muskegon at 19,746.

A little over a year ago, believing Muskegon could not afford to lag in industrial progress, the city subscribed a fund of $400,000 for the encouragement of industries. In the same year it raised $416,000, against $350,000 asked for, for the erection of a new Y. M. C. A. building.

Muskegon is located in the heart of the great Western Michigan resort section, on a part of the Dixie Trail, with direct connections over a concrete highway to St. Louis by way of Chicago.

The Michigan Dunes Park, a State park which includes the choicest specimens of Lake Michigan sand dunes, is near this city.

MUSKEGON'S GRASSY STREETS DISPLACED BY BUSY INDUSTRY

Muskegon, Mich.
Special Correspondence

MUSKEGON, the "sawdust city" of the last two decades of the nineteenth century, is today one of the fastest growing industrial centers of Michigan. Where once stood 47 sawmills, turning out 700,000 board feet of lumber in a year, may now be found various manufacturing plants, some of them among the largest in the world in their fields.

Steel and concrete stacks belching smoke day and night and factories employing up to 4000 men record the story of Muskegon's rapid growth in the last 10 years. They indicate why the city has recently expanded so fast; why three houses are being built outside the city limits to every one within, for Muskegon's area remains the same today as it did years ago.

Muskegon has had its struggle, for lumber went out practically over night, and it was the city's only sizable industry. Enterprise, characteristic of pioneers, really saved the day, and the city found itself transformed from the largest producer of lumber to a thriving industrial center. Today it is reaping many of the rewards that naturally followed the display of foresight and confidence of its pioneer business leaders.

Today it has more than 200 state-inspected industries, and they are a diversified lot, employing many skilled mechanics. Automobile motors, parts and accessories represent the largest output. The Continental Motors Corporation of Detroit has its main plant here. Other notable concerns have large establishments.

The significant feature of this prosperity is the fact that it was built on the vision of a few of the pioneers who were willing to spend their money in Muskegon, after having amassed it here. These men organized and raised two funds of $100,000 each, with which to bring new industries. And as a result, 41 factories were established, most of which continue, and employ the majority of the 14,500 men who are on industrial pay rolls. The funds were raised in the declining years of the last century. The prosperity of the lumbering days was gone, and the financial depression of 1892-3 was being keenly felt. Grass actually grew in the streets replacing the sawdust that gave Muskegon its name.

Six years elapsed before a single industry could be brought here, but after the first one came, others followed in fairly rapid succession, until now Muskegon is turning out $100,000,000 of manufactured products yearly.

Civic Loyalty of Michigan Bases Towns' Rapid Growth

Educational System, Citizens' Service Morale and Literary Goals Speed Progress

By CHASE S. OSBORN
Formerly Governor of Michigan

Duck Island,
St. Mary's Straits, Mich.

WIND-SWEPT, rain-washed, sun-cured, snow-cleaned—those are the phases that define Michigan to me. I think of Michigan as clean, as wholesome, as a good place for men to foregather and try to live in peace and justice and joy and health.

There will be enough of the physical about Michigan in this splendid world journal, so I purpose in the few words allotted to me to touch tenderly and lightly and inefficiently upon the finer things. Do not interpret me as minifying the economical instruments and vehicles. These are important as tenements for Michigan.

Without the beans and the peaches and the stoves and the automobiles and the iron and the copper and the coal and the corn and the sugar beets there would be nothing to hang the art and the divine and the moral and the ethical upon.

The hardwoods, too, and the trees that bear luscious things and nuts, and the fishes and the fowls wild and tame and the deer and bear and rabbits, and all the other things that, planted in Michigan, play their vast part.

Michigan has produced a literary school as distinctive and as finely imaginative as that of Indiana. It is not as well known perhaps, for Michigan is modest. There are no finer writers than Hendryx, Smits, Titus, Carleton, Vandenberg, F. N. Scott, Zeigen, Malloch, Hubbard, Catlin, Nimmo, Mulder, Perry, Schermerhorn, Waldron, Schoolcraft, Newton, Landon, Campbell, Cooley, Grayson (Baker), and many more.

Families are units of government; so are towns and counties and cities and states and, for that matter, nations, too. In this line Michigan has been a leader. Many of the finest human laws have originated in Michigan or have been adopted at once until the State is a stage of order and justice.

There has been no test of the State and the Nation of which it is so important an integer that Michigan has not been equal to; from the Revolution through the wars of 1812 and Indian conflicts and 1861 and the Spanish and the European wars. There was a bold front made by the straggling pioneers that held the far-flung line during the Revolution.

In education Michigan has been a leader. It has one of the greatest democratic universities. The Michigan State College takes high rank, as it is the oldest of its kind. The public and normal schools have been models. There are many first-class denominational and private schools.

Let your thoughts run in any direction of men's achievements and Michigan's oriflamme is one of the leaders. There is a beautiful and localized loyalty that makes men build at home. Detroit has been made by men of Michigan, as the Russels, who have not been afraid to invest there.

Likewise the men who made their money in Alpena stayed with their town and drove it on to growth and success. So it was in Muskegon and in Holland and Manistee and all over the State. When the timber went the towns would have been deserted. But the men who had become rich in them stood by and made new and fine urban centers. That is the epic of Michgan.

But of all the things in Michigan that are rarest are the birds and flowers. The State is situated as to latitude and longitude just right and has the balanced lands and waters perfect for the life of birds from the temperate and the sub-tropic and the sub-arctic zones.

Just see the Michigan orchids to perceive a delicacy that the tropcal varieties do not possess. And the Michigan holly and mistletoe are as fraught with sentiment and myth and mystery as anywhere in the world.

SALINE ESTABLISHED OVER CENTURY AGO

SALINE, Mich.—Saline was settled 100 years ago, and was on the original Chicago turnpike. Its location, only 10 miles from Ann Arbor and an equal distance from Ypsilanti, gives it close access to two educational institutions, adding to its advantages as a residence village. It has artesian water, efficient electric service and good drainage, due to its high location and nearness to the Saline River.

Adjacent to Saline is a rich farming section, its prosperity attested by more than $1,500,000 in the banks of the village. A free tourist camp is located near the river.

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State's Soil and Mineral Resources Are Great Asset

High Rank in Salt, Iron, Cement and Copper Brings Michigan $136,000,000 a Year

By RICHARD A. SMITH
State Geologist

MICHIGAN is a front-rank state in its mineral wealth and products. She produces more than 30 different mineral products with a total value ranging from about $80,000,000 to over $185,000,000 annually. In 1914 the total value was over $136,000,000, excluding pig iron and by-product coke. Iron ore and copper were by far the most important minerals, amounting to $72,645,563, or about 55 per cent of the total value. The production of iron ore amounted to 13,962,969 long tons, valued at $54,256,527, and copper to 138,159,553 pounds, valued at $18,369,036.

The mineral products next in order of importance were: 8,991,270 barrels of Portland cement, valued at $16,405,761; clay products, exclusive of pottery, valued at $7,130,184; sand and gravel, 11,381,084 tons, valued at $5 975,757; gypsum, 577,526 tons, mined, and gypsum products made, valued at $5,950,822; limestone, 9,901,910 tons, valued at $5,578,642; coal, 831 020 tons, valued at $3,602,055; and salt, 26,919,928 barrels valued at $3,859,155.

The other important mineral products in order of value are pottery, sand-lime brick, calcium chloride, lime, bromine, silver, and trap rock. The state also produces glass sand, mineral and spring waters, marl, potash, peat, quartz, graphite, petroleum, natural gas, sandstone, semi-precious stones, grindstones and scythe stones, verd antique, and mineral paints. Michigan also manufactures considerable amounts of pig iron and by-product coke.

Ranks First in Salt

In 1923 Michigan was first among the states in the production of salt, bromine, calcium chloride, and sand-lime brick; second in iron ore; third in Portland cement, sand and gravel, grindstones and scythe stones; fourth in copper, gypsum, and gypsum products; sixth in limestone; seventh in pig iron and peat; eighth in by-product coke; and eleventh in total value of its minerals and mineral products.

The iron ore deposits are located in the western half of the northern peninsula. The estimated reserves Jan. 1, 1924, were nearly 192,000,000 tons. As the annual output varies from 12,000,000 to 15,000,000 tons, the visible reserves would last from 13 to 15 years. For some years prior to 1921 new discoveries of ore were greater than the output, but since 1921 new discoveries have lagged behind.

Michigan, however, has large deposits of lean or low grade iron ore not now commercial, but with the gradual exhaustion of the high grade deposits there will be an increased use of lower grade ores. In view of the large deposits of such ores, the iron mining industry in Michigan probably will continue for a long time.

The copper deposits are chiefly in Keweenaw peninsula. The deposits are very large, but for the most part they are deep and of low grade as compared with the so-called porphyry deposits of the west. As a result much of these deposits is unminable at present.

Cement Components

Michigan's raw materials for Portland cement comprise limestone, marl, clay, shale, blast furnace slag, and certain chemical wastes. The reserves are practically inexhaustible and it is probable that Michigan will always be an important producer of cement.

Michigan has an abundance of surface clays, but relatively few shale deposits near available markets and cheap fuel supplies. The surface clays, however, are generally of poor quality, suitable only for common brick and tile. Some of the more advantageously located shale deposits have been and are being developed for face brick, building block, conduit, and sewer pipe. These developments will not be sufficient to supply more than a part of the needs of the State.

The deposits of sand and gravel are very large and widely distributed over the State. They have been extensively developed near industrial centers along trunk line roads. The abundance of sand and gravel has played a very important part in the development of the network of state, trunk-line, county, and township highways. These are revolutionizing methods of transportation and are exerting a profound influence on the economic and cultural conditions in the State.

Gypsum Reserves

The gypsum reserves are centered in the Grand Rapids-Grandville district and in Iosco County. The reserves are ample for the needs of the State for a long period. Undeveloped reserves are known to exist on the St. Ignace Peninsula.

The limestone deposits are chiefly in the northern part of the State. The visible reserves of pure limestone adjacent to water transportation are sufficient to maintain the present output for more than a century. The interior reserves are many times larger. Michigan probably will dominate the flux-stone market on the Great Lakes for many years.

The coal reserves are small and relatively unimportant, except as an emergency reserve in periods of strikes in other fields.

The rock salt resources are located in the Detroit-St. Clair River, the Ludington-Manistee, and the Alpena-Presque Isle districts, which appear to be parts of a much larger rock salt area underlying most of the northern two-thirds of the southern peninsula. The salt reserves of Saginaw Valley are in the form of natural brines. These brines are the source of most of the bromine and bromine products made in the country. The salt reserves of the State are practically inexhaustible and Michigan will probably be a front rank producer of salt for many years, and a center of soda ash and chemical industries dependent upon brine and salt deposits.

Soils Are Greatest Asset

The soils of Michigan are her greatest single natural asset. The soils are of great diversity, ranging from heavy clays and clay loams to sandy loams and light sandy and gravely soils. The first two are predominantly of high agricultural value and the last two of fair to low or non-agricultural value. There are also large acreages of muck and peat soils.

The southern half of the southern peninsula and Ontonagon, Chippewa, Mackinac, and Menominee Counties contain the bulk of the good to excellent farm land. Other northern counties, however, contain considerable tracts of good soils. The large areas of light sandy soils chiefly in the northern part of the State are better adapted to reforestation and are gradually being included in forest and game preserves.

Michigan ranks tenth in developed water power. The total developed power amounts to over 280,000 horsepower. The undeveloped water power is estimated at 168,000 horsepower on a 90 per cent operating time basis, and 274,000 horsepower on a 50 per cent operating time basis.

Undeveloped Water Power

Most of the developed water power is on the St. Joseph, Kalamazoo, Grand, Muskegon, Manistee, Thunder Bay, Au Sable, and Huron Rivers of the southern peninsula; and on the Menominee, Escanaba, Manistique, St. Marys, Carp, Dead, and Ontonagon Rivers of the northern peninsula.

Most of the large undeveloped water power is on the Muskegon, Manistee, Rifle, Sturgeon, and Pigeon Rivers of the southern peninsula; and the Menominee, Escanaba, Ontonagon, Michigamme, Sturgeon, Tahquemanon, Presque Isle, Black, Montreal, Paint, Ford, and Carp Rivers of the northern peninsula. The undeveloped water power is a potential reserve of very great importance to the further development of the State.

Michigan being nearly surrounded by four of the Great Lakes and their connections—St. Marys, St. Clair, and Detroit Rivers, and Lake St. Clair, has unusual advantages for cheap water transportation. The many harbor cities bring all of the interior resources of the State within easy reach of water transportation. The Great Lakes and river transportation has been and will always be of vital importance to the development of the resources and industries of the State.

COLOMA ON LAKE REGION

COLOMA, Mich.—Coloma, in the midst of the Michigan fruit belt, is well known for the Paw Paw Lake region which surrounds it. Many thousands of summer visitors—estimated at 30,000 or more—visit the district each year. Paw Paw Lake is a beautiful, placid body of water situated among the bluffs. On its shores are hundreds of summer cottages.

Port Huron's Attractive Setting From the Air



PLAYGROUND OF PORT HURON HAVEN FROM CITY'S TURMOIL

Gently Sloping Sandy Beach Provides Place for Children to Splash With Safety, and Summer Colony Increases Annually

TRANSPORTED in an automobile or by street car from the whirl of a city within a few minutes to a haven of sloping beaches with clean, white sand on the shore of Lake Huron, with the commerce of the Great Lakes passing before one's vision, is the picture that Port Huron's summer playground presents.

And Port Huron shares its summer opportunities with the world. The city's children play and splash in this lake water or frisk around in the beach sand with the carefree abandon of the redskin who once camped on these very shores.

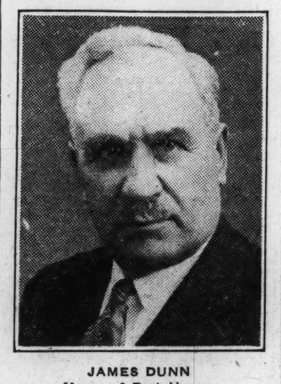
The feature that makes these beaches attractive for children is that the lake bottom slopes from the shore inch by inch and not foot by foot. A child can wade out from shore for several hundred feet with the water but up to its waist. There are no steep declines.

The municipal bathing beach and bathhouse which fronts the lake at Lakeside Park, a city-owned park, is the mecca for thousands of children each year. Guards are on duty, but their activities are not needed for the children, but to curb venturesome youths who sometimes take it upon themselves to swim a mile or more from shore.

Splendid Place for Children

The summer home features of Port Huron's beaches reflect a picture of happiness. These homes stretch for miles northward from the city. Can you imagine the restful sleep that comes to a child after romping all day in a bathing suit, taking a dip in the lake, and then cuddling up in the sand to "dry out"? No honking of automobile horns, no rattle and bang of elevated trains or street cars, no blaring noises of the city disturb their slumbers—just the soothing splash of the waves.

Port Huron is located at the foot of Lake Huron, where the lake empties into the St. Clair River. Stretching north for many miles is this great region which is attracting thousands



JAMES DUNN
Mayor of Port Huron.

of people annually from various cities in the United States. Columbus, O., Cincinnati and St. Louis, Mo., families were among the first from afar to realize and appreciate the beauties of Port Huron's summer playground. Some of these families have been coming to the beaches for many years. In some instances three generations of the same family are represented in their summer home that faces Lake Huron. The summer colony from Detroit is increasing each season.

Woman's Association Camp

Miss Bina M. West, supreme commander of the Woman's Benefit Association, was one of those who realized the region's advantages. Several years ago her order acquired a tract of land six miles north of Port Huron with beach frontage. The natural wooded beauty of the tract of land has not been disturbed, but woven into the natural beauty spot are structures of Japanese design. When Miss West's plans, all of which have been worked out in detail, are brought to completion, the Woman's Benefit Association camp will be one of the show places along the great lakes.

To this camp each season come women and children from various states in the Union. Many of them live inland and never saw a stretch of beach or a lake as large as Lake Huron. This camp, as it is called, is not operated for profit, but as a feature of Port Huron's summer playground it brings happiness to thousands of people each year.

A number of Port Huron people are now building permanent homes along the beaches. They have all the city advantages. A concrete highway stretches from Detroit to Port Huron and on northward, skimming the western border of the beach section.

Port Huron's beaches have been platted and are known by various names. There are Lighthouse Park, Edison Beach, Edison Park, Sherman Woods, La Salle, Holland, Lakeside Park, Huronia, Gratiot, Keewahdin, Windermere Court, Karrer, Desmond, Rialto, Carrigan and Cedarcroft beaches. Excepting Lighthouse Park and Lakeside Park all are dotted with summer homes facing the lake.

There are also hotel accommodations at the beaches. Gratiot Inn is known along the great lakes for its home-like and restful atmosphere.

In crossing the river in the ferryboat from Sarnia, Canada, to Port Huron, one of the landmarks is the pure white lighthouse, located in Lighthouse Park. This park contains a supervised tourist camp.

PROGRESS WINS IN PORT HURON

Situated on St. Clair River, Is in Line for Future Growth

By JAMES DUNN
Mayor of Port Huron

Port Huron, Mich.

PORT HURON is a beautiful city, situated on the banks of the St. Clair River. A 40-mile waterway, over which passes a greater amount of tonnage than over any other inland river in the world during the regular navigation season, is the natural force that will some day make Port Huron one of the greatest cities of Michigan.

The very beginnings of Port Huron were due more to the immense quantity of white pine in this vicinity than to any other reason. Before the opening of the Erie Canal, which made transportation easy, the district in which Port Huron is located was a picturesque one of primitive wildness and beauty. Dense forests of pine trees extended far back from the sandy shores of Lake Huron and along the banks of the ever-beautiful St. Clair River.

Settled by Soldiers

Fort Gratiot was built at the point where the river joined the lake and was settled by soldiers and their families. The pine lands offered a good living and attracted other settlers, especially because it was on a navigable stream. The first steam sawmill in the State of Michigan was built by F. P. Browning of Detroit, on the north bank of Black River, a stream which divides the city in two parts, flowing into the St. Clair River, and which is navigable for several miles.

The same year saw the completion of the military road by the Government from Detroit to Fort Gratiot, a big factor in the development of Port Huron. This military road, built almost a century ago, is known today as the Gratiot Turnpike, the connecting link between Detroit, 60 miles away, and Port Huron. It forms part of the Dixie Highway and in the summer of 1925, on the fourth of July, by a count made for the highway commission, 7500 cars passed a given point on this road in 24 hours.

With the advent of the steam sawmill and the completion of the military road, nothing was to hinder the growth of Port Huron. The population increased rapidly and it was incorporated as a village in 1849. The majority of the population gained a living from the lumbering industry at this time. Sawmills were numerous and the Black River stream furnished an excellent means of sending logs as far as St. Clair River, where they were loaded onto boats and shipped to the mills of Detroit and elsewhere. The rest of the timber was employed in the construction of ships, one of the prosperous industries of Port Huron in the fifties and sixties.

Lumbermen Wasted Timber

The forests of pine were fast disappearing, however, before the ax of the lumbermen, who thought not of conservation or the needs of the future. In 1880 shipbuilding fell off and the lumbering industry almost ceased because of the lack of pine.

Port Huron had become incorporated as a city, as the community had so increased in size. The Grand Trunk Railroad had been built, furnishing a rail connection with the outside world. Up to this time travel had been mainly by means of water. The boats that formerly plied up and down the river with loads of wood and passengers were gradually replaced by larger vessels until today large steamers parade by Port Huron constantly during the summer season with cargoes of iron, coal and grain. Should the Great Lakes-St. Lawrence waterway project carry, Port Huron would be as an ocean port.

MICHIGAN HAS MORE DUTCH THAN ANY OTHER OF STATES

Settled There From 1847 to 1880, When There Was an Influx From the Netherlands—Familiar With American Forms

By JACOB STEKETEE
Netherlands Consul

Grand Rapids, Mich.

THERE are more persons in Michigan of Holland extraction than in any other state in the country. It would be practically impossible to start at the southern line of western Michigan and go north as far as Petoskey without finding Dutch farmers at nearly every turn of the road. In the last few years a considerable number of Dutch craftsmen and men of education have settled in Detroit.

The first Dutch settlement in Michigan was at the city of Holland in 1846. The colony was settled under the leadership of the Rev. Mr. Van Raalte. The following year a settlement of three shiploads came on and established what is now the city of Zealand. This colony was under the leadership of my grandfather, Jan Steketee, the Rev. Vander Meulen and Vande Luyster.

From 1847 to 1880 there were immigrations from Holland into Michigan; all of these settlers were farmers. In the 80's there was a big influx of emigrants from Holland, most of whom settled in and around Grand Rapids. Thus, early settlers came into a wilderness. As soon as they built log cabins to cover their families, the very next thing they did was to build their school and church. Hope College at Holland obtains its origin from that first school built on the very site where the college buildings now are.

Western Michigan from the southern line to the northern, is heavily populated with former Dutch subjects. Originally they were farmers, many of them are still farmers, but their descendants in the cities of western Michigan and in Detroit, have become among the most prominent business and professional men in the State.

The Dutch burger necessarily makes a good citizen in this country because this country copied its form of government from Holland and when the Hollander gets here he has little to learn regarding our form of government and its workings because he came out of the very thing he comes into. A few years ago, the Netherlands Minister, while visiting in Grand Rapids, was asked by a newspaper reporter, how he felt in this country. His reply was: "Why, at home, because when I come here, I am already informed of your form of government because you copied it from us. Most of your Declaration of Independence is a copy of ours."

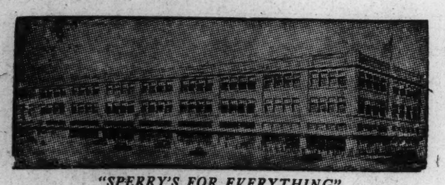
The Hollander is essentially religious, industrious and thrifty. He is not a renter, he is a home owner. He lives well but within his means. He looks well to the education of his children and as a matter of fact, our public school system was introduced into New Amsterdam (now New York) by a Dutch burger. The free school system was invented by a Hollander.

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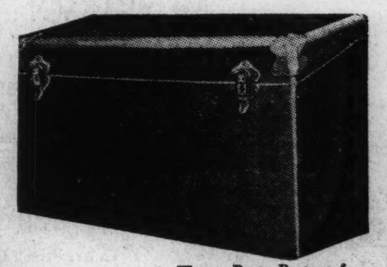
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REPUBLICAN PARTY ORGANIZED "UNDER THE OAKS" IN JACKSON

Meeting Held July 6, 1854, When Political Parties of Nation Were Feeling Their Way—Slave Question and "Free States" Paramount Issues

Jackson, Mich.
Special Correspondence

TO THE group of men, composed of representatives of all the political parties of Michigan at the time, assembled in mass meeting at Jackson, Mich., belongs the distinction of naming the Republican party in 1854.

Among them, and of guiding importance, were eminent Whigs, stanch Democrats, Free Soil Democrats, Abolitionists, and even the Independents—for the independent element existed back in the pre-war days also.

Jackson's priority is sustained by the dates of similar conventions, held in many northern states, in which were present the same political groups, all opposing the proposed extension of slave territory to latitudes hitherto assigned to "free states," as was sought in the Congressional bills treating the Kansas and Nebraska petitions for statehood.

The Michigan convention assembled July 6, 1854. In the call there is this appeal: "We invite all our fellow citizens, without reference to former political associations, who think the time has arrived for a union at the North to protect liberty from being overthrown and downtrodden, to assemble in mass convention on Thursday, July 6 next, at 1 o'clock, p. m., at Jackson, Mich."

Wisconsin Meeting Followed

Next in order was the Wisconsin meeting, held July 13, the call being issued July 9, three days after the Michigan State Convention was held.

Following came Massachusetts, when, on July 19, at Worcester, a resolution was adopted resolving, "That in co-operation with friends of freedom in other states, we hereby form the Republican Party." At the succeeding election the new party made small showing, most of the voters of the State affiliating with the "Know-Nothing Party."

Similar movements were inaugurated at this time in Vermont and Ohio, but in the first did not succeed in breaking down the other party organizations, while in Ohio the campaign was made under several different party names.

With this presentation of the circumstances surrounding the origin, or rather the crystallization of the sentiment against slavery, an account of the Jackson meeting is appropriate.

Michigan was throbbing with protest against the repeal of the Missouri Compromise, enacted in 1820, under the instigation of the slave-owning states. It will be noticed that the passage of the Nebraska bill was the cause of the call for the Michigan mass meeting. It was not a fictitious feeling, but genuine among the great mass of citizens, not only in this State, but all through the North.

The Defeat of Cass

Against the Whigs alone the Democrats invariably won, but the party had increasing difficulty in holding its membership solid under the handicap of the slavery question. The Free Soil Democrats was a party of protest by otherwise good party men, and succeeded in defeating Cass in his ambition to be President in 1848. So everything was set for victory for the party which would amalgamate the several parties and this was most completely done by the Michigan Republicans.

Able politicians of the Whigs and the Free Soil Democrats, devoted enthusiasts for abolition, and thoughtful members of the old Democratic Party, all were big enough to sink personal desires, and in some instances ambitions, in order to make easy sailing for the new movement.

Under the name, "Free Democrats of Michigan," a state ticket was placed in the field Feb. 22, with Kinsley S. Bingham as candidate for Governor, a ticket which was to appeal to Free Soil Democrats and Whigs. Its supporters included men prominent in public affairs, such as Jacob M. Howard, Zachary Chandler, H. P. Baldwin, and many others from whom were recruited much of the ability later displayed in the conduct of the Republican Party both in the State and the Nation.

Under the force of the sentiment roused by the passage of the Nebraska Bill by Congress, managers of the Republican Party had little difficulty inducing the candidates to withdraw, when the Jackson meeting was held "under the oaks." Bingham was retained as nominee for Governor, but several Whigs were selected in place of the Free Soil Democrats. The fusion was effected, and the State has been consistently Republican ever since.

Progress of the Mass Meeting

Voters of the present day do not fully appreciate the condition surrounding politics in that period. The whole development of the question of slavery contributed to this quality. From before the enactment of the "Missouri Compromise" there was move and countermove to maintain or lessen the power of the section in which slavery was economically possible. It was thought the compromise, which seemed to definitely settle the matter of free or slave state, would remove it from national consideration, but the following campaigns generally saw the question having its influence. It had a determining force in the Mexican War, but it was over the admission of states north of the fixed latitude which created conditions finally leading up to the "irrepressible conflict" visualized by William H. Seward.

So when between 3000 and 4000 people, coming from all parts of the lower peninsula met at Jackson on July 6, 1854, there was no auditorium capable of holding them, and the meeting was adjourned from Bronson Hall (still in existence, but soon to be replaced by a 10-story bank building), to the oak grove near the corner of Second and Franklin Streets. Here a committee was appointed to consider a platform prepared by Jacob M. Howard. The committee of 15 adjourned to another part of the grove and approved the document.

"To Be Known as Republicans"

Of all the long list of resolutions prepared to set forth the purposes of the convention there is one pertinent to this article. It is as follows:

"Resolved: That in view of the necessity of battling for the first principles of republican government and against the schemes of aristocracy, the most revolting and oppressive with which the earth was ever cursed or man debased, we will cooperate and be known as republicans until the contest be terminated."

Thus was first launched the title under which the enemies of slavery made their final and successful attack upon the institution. This article was prepared by Zephaniah B. Knight, editor of the Pontiac Press, and to him belongs the credit for its submission to the convention and by it to the rest of the northern states.

Between the date of issuing the call, May 23, and that upon which the convention was held there passed much correspondence with public men in other parts of the country. It is interesting to learn their selection. Seward thought, and his idea was that of others, that a combination name was the best, and gave as his choice, "American Union Party." Horace Greeley wanted the new party called "Democratic-Republican," Ben F. Wade, of Ohio, "Any name but Pro-Slavery Democrat," and his associate Salmon P. Chase, "Anti-Slavery Union," David Wilmot, of Pennsylvania, "Free Soil Union," while Silas Wright said, "Let us go back to Thomas Jefferson's appellation, the old Democrat-Republican."

HOWELL LOCATED IN DAIRYING AREA

Chamber of Commerce and Rotary Clubs Active

HOWELL, Mich.—Howell is situated at the summit of the watershed of the lower peninsula. Being on the paved road between Detroit and Lansing, it is well located for motor travel. Good roads radiate in all directions. A drive of five minutes leads to Long Lake, one of the resorts of Michigan. Numerous other lakes are easily reached. Howell is also on the main line of two railroads, the Pere Marquette and the Ann Arbor.

Civic improvements include a municipally-owned water plant, five miles of pavement and a new wooded city park and tourist camp on the banks of Thompson's Lake. Howell has a Carnegie Library and excellent schools. A new central school building is considered exceptionally well equipped.

Howell's population is about 3500. It is the seat of Livingston County and is the center of one of the best livestock farming districts of the State. Several milk depots care for the dairy products of the neighboring farms. Shipment of cream to the Detroit market, 50 miles away, with butter making, is an important local industry. Among other lines are manufacturing motors, pistons and a cleaning compound. The home office of a large automobile insurance company is in Howell.

Church organizations have an active membership and the Board of Commerce and Rotary clubs contribute to the community's interests. The Livingstone County Fair is an annual event here.

JACKSON TAKES PRIDE IN PARKS

City Has More Than 700 Acres—Sharp Estate Gift to People

Jackson, Mich.
Special Correspondence

JACKSON'S park system embraces approximately a little over 700 acres, divided into seven separate holdings, which range in size from the fraction of an acre of Withington Park to the 530 acres of the Ella W. Sharp Park. The other intervening divisions are the prospective Water Works Park, comprising about 60 acres; the Fair Grounds, 40 acres; Loomis Park, 26 acres; Greenwood Park, about two acres, and Blackman Square, the latter being the first dedication for park use.

The Ella W. Sharp Park is immediately south of the city limits. Before it was given the city by Mrs. Ella Wing Merriman Sharp it had been the homestead of the Merriman family from pioneer times, prized both for its fertility and the beauty of the landscape. It was given the city in 1912, with an endowment fund, the income from which was reserved for its development. Beautiful drives run through the grounds; flower beds add charm to the scene, and from Prospect Hill there lies a panorama of the surrounding country, with a beautiful view of the city.

One section of the park has been left untouched, in which the donor specified that the ax should never be wielded. It stands in striking contrast to the portion subjected to landscape artistry, and has a distinctive attractiveness. A zoo has been started, and will be expanded. As the resources are increased a tourist camp will be outfitted.

Loomis Park was given the city by Peter B. Loomis Sr. about 25 years ago. It was the first public park in the city. Its 26 acres constitute a natural park, with its rolling slopes covered with original oaks and an approach from Michigan Avenue giving a sunken garden effect.

The city commission has placed all parks under the management of the board originally named to administer the gift of Mrs. Sharp. The city owns about 60 acres upon which the new pumping plant is located, and while this is a prospective park, its development has not yet been undertaken. The Fair Grounds, under the peculiar conditions connected with its maintenance and use for fair purposes, is another plot, the possibilities of which for recreation are just beginning to be utilized. Its location gives to the inhabitants of the northern part of the city the park facilities so important in city life.

Jackson Bowlder Marks G. O. P. Birthplace

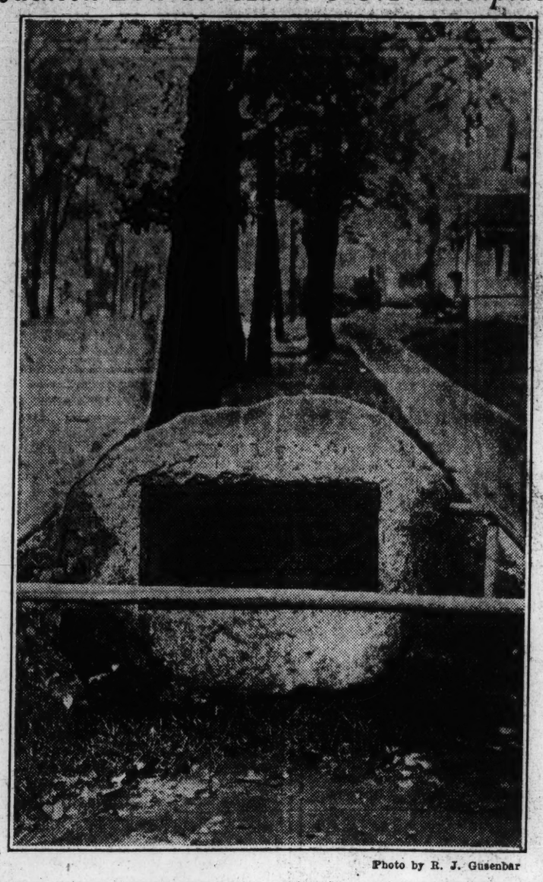


Photo by R. J. Gusenbar

FLINT'S JUNIOR HIGH SCHOOLS ADVISED BY STATE UNIVERSITY

By E. E. LEWIS
Superintendent of Public Schools

Flint, Mich.

FIVE years ago the board of education of Flint asked the school of education of University of Michigan to survey the schools and lay out a progressive program for the next 10 years.

At the close of the first five-year interval, the board has made the following progress: They have adopted the 6—3—3 plan. That is, all children in kindergarten and grades one to six are now housed in 24 permanent elementary school buildings. All children in grades seven, eight, and nine are now housed in three junior high schools and all the senior high school pupils in one senior high school building.

The Senior High School Building is located on a 57-acre campus within seven blocks of the center of the city. The site alone cost $750,000.

The feature is the teachers' residence hall on the high school campus where 140 teachers live. While the property is owned by the board of education it is rented to the Teachers' Club and run by them in the interest of the teachers.

The board of education has also purchased 10 additional sites located at strategic points in the outlying districts of the city in anticipation of the needs of the school housing facilities in these sections.

The board of education has also under consideration an expansion program which will include the erection of eight additional elementary school buildings during the next 10 years, each to house approximately 1000 children; two additional junior high schools each to house from 1500 to 1600 children and an additional senior high school to house 2400 pupils. This program will necessitate the expenditure of approximately $4,500,000 during the 10-year period, or $450,000 a year.

The board of education has adopted a building policy which places an elementary school for kindergarten and grades one to six within approximately a half-mile radius of all the children living within the district. The city of Flint has grown at the rate of 1500 school children a year for the last five years and all available figures predict a continuance of this growth during the next five-year interval. More than 22,000 of the children attend public schools while only about 2000 children of school age attend private or parochial schools.

Approximately 80 per cent of the children in the city of school age, that is 5 to 19 inclusive, are attending public schools. Despite the enormous building program, the tax rate for the city of Flint is at about the average for other cities of Michigan.

JACKSON CITY OF INDUSTRIES

Manufactured Products of Wide Variety Produced

Jackson, Mich.
Special Correspondence

JACKSON'S industrial force produces a wide variety of manufactured products, chief among them automobile parts, and including modern conveniences for large-scale households, ranging from refrigerators to potato machinery and dust collectors.

A wheel company ranked here as one of the largest in the world, a steel products company specializing in automobile tires, and a concern making electric and hand-driven automobile horns are the leading industries of Jackson. One gear company employs 600 men, 90 per cent of whom are skilled laborers. Another gear company has a staff of 500. Among other products of Jackson are bed springs, binder twine, concrete mixers, flour machinery, furnaces, farm implements, gas engines, rotary sieves, show cases, and shoes. This city has more than 250 factories.

Jackson is governed by a commission and a manager. This plan was adopted nearly 11 years ago, Jackson being one of the first cities in Michigan to put it into effect.

The Grand River, flowing through Jackson, has a valley bordered with hills, which afford attractive sites for homes. The surrounding region is especially fortunate in recreation facilities, for it is rich in lakes. In Jackson County alone are 40 bodies of water. Less than four miles south of the city are Vandercook and Brown's Lakes, with bathing beaches. A 10-minutes' drive away is a free tourist camp. A new tourist camp is being provided near the north entrance of Ella Sharp Park.

Jackson's schools include a new high school and junior college, valued at $1,250,000, exclusive of the site. The Jackson public library has over 50,000 volumes in its main building and has also a branch in the east side of the city.

Jackson was founded nearly 100 years ago by Horace Blackman, a settler from Berkshire, N. Y., whose farm is now the first ward of the city. It was originally called Jacksonburgh, for President Jackson.

Tribal Legends of Indians Recalled in Names of Cities

Lands of the Ojibways, Ottawas, and Potawatomies Are Replete With Colorful History—Pontiac Took Name of Famous Chief

Should you ask me, whence these stories?
Whence these legends and traditions,
I should answer, I should tell you.
From the forests on the prairies,
From the great lakes of the Northland,
From the land of the Ojibways.
—Longfellow.

Lansing, Mich.
Special Correspondence

THE land of the Ojibways—bounded by the big sea waters, sheltered by primeval forests, spattered with crystal lakes. This was the land that the Ojibways called Michigan, meaning "place for catching fish." It was here that the wild rice and mondamin, the corn, grew abundantly. Pike, sunfish, and perch teemed in the turbulent rivers and lakes. All their simple needs were amply supplied, so many of the "red brothers" settled in Michigan.

There were about 20,000 of them in the State, it has been estimated. These were composed chiefly of three tribes: The Ojibways, Ottawas, and Potawatomies. The Ojibways settled the upper peninsula. The Ottawas controlled the islands and region south of the Straits of Mackinac. The Potawatomies migrated to the southern part of the State. There they lived, and left behind them dozens of Indian place names as mute evidence of their occupation. Many of these are spots where Indian settlements once thrived. Others are landmarks where a few solitary wigwams sent forth their curling smoke.

"Island of the Great Turtle"

Perhaps the best known of these place names is Mackinac Island, a popular summer resort near the upper peninsula. Mackinac is derived from the Ojibwa Indian word Michilimackinac meaning "island of the great turtle."

There is a quaint legend about the origin of this name that is still told by the Indians who live on the island. Long ago a party of warriors was standing on the hill at the present site of St. Ignace, gazing out over the waters, when to their surprise a huge object rose to the surface. It was the island of Mackinac but it looked so much like a large turtle that the Indians pronounced it, at the time, to be one.

Another well-known city is Manistee, located on the Manistee River. This is an Indian word meaning "vermilion river." No doubt it was so called because of the ore in the river bottom which gave the water a peculiar red tinge. Manistique is a variation of Manistee, having the same meaning. There is a village in Schoolcraft County known under the second spelling.

"Crossed the Rushing Escanaba"

Escanaba, on the Escanaba River, means "flat rock" in the Indian tongue. This is the region where part of the setting of Longfellow's poem "Hiawatha" was laid.

The Escanaba River was crossed by Hiawatha in his search for the west wind.

So he journeyed westward, westward,
Left the fleetest deer behind him,
Left the antelope and bison,
Crossed the rushing Escanaba.

Menominee, in Menominee County, was the name of a tribe. The word refers to the wild rice which grew in that region and formed one of the staple articles of the Indian's diet.

Petoskey, a popular resort, is named from the Ojibwa tongue and refers to one of the heavenly bodies. Saginaw is an Ojibwa word meaning "Sauk place," the present site was formerly a settlement of Sauk or Sac Indians.

There are several derivations of the word Sheboygan, from which the city of Sheboygan was named. It may mean "great pipe," "river that comes out of the ground," or "place of ore." The latter meaning is probably the one which the Indians applied because the region once contained ore.

There is an artists' colony and small village in west Michigan known as Saugatuck. The village is built along the banks of the Kalamazoo River which empties into Lake Michigan. The Indians called the spot "Outlet of the tidal river."

Other Indian place names whose significance is readily understandable are: Muskegon, meaning "swamp"; Dokagiac, "fishing river"; Kalamazoo "beautiful water"; Sebewaing, "at the creek," and Otsego, "place where meetings are held."

Names are Colorful

The city of Owosso, in Shiawassee County, was named for the principal chief of the Ojibways. Translated, the name means "he is afar off."

The name Ishpeming, a city in the northern part of the upper peninsula, has an odd significance. It means "heaven," or "high up" in the Ojibway tongue. Perhaps it was so called because of its extreme northern position.

Negaunee, located near Ishpeming, means "first," "ahead," or "he goes before." Authorities believe it was an effort to translate the English word pioneer. Probably it was the first permanent Indian settlement in that particular region.

Wyandotte, a city near Detroit, was named for the Wyandot Indian tribe.

There is an upper peninsula village known as Munising which is located at the mouth of a small river. The Indians called it "at the little island" because of an island near there.

The city of Pontiac was named for Chief Pontiac of the Ottawas. It was he who, in 1763 attempted to capture all the English forts in Michigan including Detroit and Mackinac. He presided over a meeting of Indians, held at the present site of Pontiac, to plan the attack.

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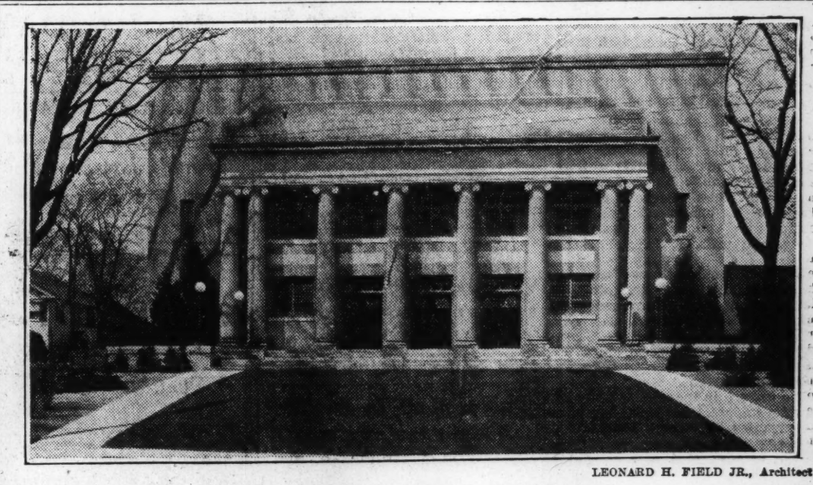
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OWOSSO GROWS, KEEPING CHARM

Attractions of Community Not Sacrificed in Industrial Development

Owosso, Mich.
Special Correspondence

WITH a record of doubling its population in the last 12 years, and achieving its greatest civic advances in the last five years, Owosso stands today as a model small city that has grown steadily, although slowly. The population now is 15,725.

Owosso's streets are wide and lined by beautiful shade trees. Spacious lawns surround the homes and the yards are kept well groomed. Children play on public playgrounds under trained directors. The business section of the city presents an appearance that would do justice to cities much larger.

Located almost in the center of the lower peninsula of Michigan, midway between Detroit and Grand Rapids, Owosso is served by four steam railroads, one electric railroad and three motorbus lines. These transportation facilities, unusual in a city of this size, have drawn to Owosso in the last few years numerous industries.

Diversified Industries

Owosso industries are diversified. Some of its plants are among the largest of their kind in the country. Business depressions are not known here.

With Owosso's growth industrially came the necessity for expansion along civic and educational lines, and this has been more marked in the past five years. In that time the total of building permits issued has exceeded $5,000,000. Permits during the last two years have amounted to $1,500,000, which is much below actual expenditure.

Outstanding among the public buildings erected during the past five years are the city hall, $100,000; three new grade schools adding 28 rooms to the school plant, $300,000; central fire station and city workshop, $60,000; Masonic temple, $135,000, and Capitol Theater, $100,000.

Numerous new stores have been erected and many new homes have been built. Seven miles of concrete pavement have been constructed and more is planned for this summer. A huge sewer, costing $135,000, has been completed in southwest Owosso, doubling the value of property in that section. The sewer is one mile long, and five miles of laterals and other smaller sewers have been built. A belt line of 12-inch water main has been laid around the city, a distance of four miles, while two miles of smaller mains have been laid. The pumping capacity of the city water works has been increased by half, and is now 4,000,000 gallons daily.

Commission Government

In 1914 Owosso discarded the old aldermanic system of city government, with 10 aldermen and a Mayor, for the commission form, with three full-time commissioners, drawing $2500 per year salary.

O. L. Sprague is Mayor, with supervision over public finance and safety; W. A. Wright is commissioner of public improvements, with full control over all streets, sewers, sidewalks, public buildings and parks; and John Rosevear is commissioner of public utilities, with control over the water department and public utilities doing business here.

The result of this change has been the almost complete elimination of politics from city government and substitution of business methods. Authority and responsibility are centralized. The taxpayers know on whom to put their finger if things are not going right.

The growth in industrial, business, civic and educational lines has been accompanied by great activity along religious lines. A number of new church edifices have been erected.

Numerous women's clubs are promoting the cultural side of the city's life. Among the most active are the Woman's Club, the Current Topic Club and the Shiawassee chapter, Daughters of the American Revolution.

Country Club

The Owosso Country Club, with a membership of 120, was organized two years ago, and has a clubhouse and golf course splendidly located four miles north of Owosso on the Shiawassee River.

While Owosso is essentially an industrial community, it is located in the heart of one of the most fertile farming sections in Michigan, and farmers from a radius of 30 miles come here to trade. The farmers in this section are progressive and prosperous as a rule. Dairying is one of the principal farm activities and Shiawassee County is known throughout the country for her pure-bred Holsteins. More than 200 carloads of these cattle have been shipped to eastern states from here in the last three years.

Poultry raising and sheep-feeding are also carried on extensively by the farmers.

Characteristics of Owosso which strike the stranger are the evident prosperity of the people, their friendliness and public-spiritedness, the beauty of residence streets and the modern aspect of the business section.

Here and There in Beautiful Owosso — The Oldest and One of the Newest Structures



Upper, Left—First Log Cabin in Owosso. Right—High School. Lower, Left—New City Hall. Right—New Masonic Temple, George W. Graves, Architect.

OWOSSO CENTER OF BEET FARMS

Farmers Work on Paying Arrangement With the Sugar Factories

By A. B. COOK,
Master, Michigan State Grange
Owosso, Mich.

AGRICULTURALLY, Shiawassee County is typical of a large section of central and central northeastern Michigan. Here are grown all the staple crops of the corn belt, and, in addition, sugar beets and navy beans.

Sugar beets are grown for one of the largest sugar factories in the country, located at the county metropolis, Owosso.

The company, in common with all the companies of the State, pays $8 a ton for beets at the factory and divides on a 45-55 basis all money over $14 a ton of beets that they get out of the sugar. This has proved a very satisfactory contract for the farmer, and if satisfactory help were available a very large acreage of beets would be raised.

Beets require a large amount of hard work and it is difficult to get this work done without much irritation to all parties to the transaction. A great deal of criticism has come to the beet sections over the claim that children are overworked in the beet fields. There may be an occasional case of abuse along this line but we are convinced that youth in this section suffers more from idleness a hundred-fold than from over-exertion outside of athletics.

The fair price arrangement was gained after many years of argument and a yearly passage at arms between representatives of the growers and the manufacturers. No other state has as favorable a contract from the farmers' standpoint, and it has now been in operation three years.

Navy or pea beans are our most important cash crops. They grow very naturally and the weevil that is troublesome in many sections is never seen here. The farmers have not been successful in securing a stable and satisfactory price, however; $5 per hundred is necessary for "choice hand picked," which is the standard market grade, if beans are to be reasonably profitable to the grower, and they are only $3.50 now.

NOVELIST AND PORTRAITIST BROUGHT FAME TO OWOSSO

James Oliver Curwood, as Conservationist, Prefers Camera to Guns, Rod and Line—Frederick Carl Frieseke Once Used Barrel Heads as Canvases

Owosso, Mich.
Special Correspondence

THIS city of 15,000 people is proud of its two most noted sons — James Oliver Curwood, successful novelist whose record of producing a "best seller" a year for a decade has set a great record, and Frederick Carl Frieseke, painter, whose canvases are found in the noted art galleries of the world. The novelist makes his home here among the people of his native city, but Mr. Frieseke left Owosso at the close of his high school years and is now a resident of Paris, France.

Known widely as the novelist of the northland, because practically every one of his books has its scenes laid in that territory adjacent to the Arctic Circle, Mr. Curwood is better known to his neighbors in Owosso as a conservationist who long since raked his guns and laid his fishing tackle aside for the camera, and who would rather see the pollution removed from one of his beloved Michigan streams than to write another best seller.

Conservationist

Aside from his activities in behalf of conservation, Mr. Curwood's home folk know him as an indoor baseball player, donor to every civic improvement, and the genial host whose studio—replica of an ancient Norman château and situated on the banks of the Shiawassee River in the heart of the city—is the first "sight" to be pointed out to visitors.

Mr. Curwood has just announced gifts of $5000 each to the local sportsmen's conservation association for use in clubhouse construction, and to the Masonic order for use in connection with a new temple project. These are just the latest of his investments in home town activities.

Mr. Frieseke worked in the grocery store of an uncle while attending school in Owosso. He drew pictures on barrel heads, on the back of advertising cars and on the margins of his schoolbooks.

Art and Music

He sang with his aunt and uncle, Mr. and Mrs. C. C. Duff, with whom he lived, and who were musical leaders. He was long in doubt whether to study art or music. Art won, and from high school he went to the Chicago Art Institute, then to New York, and from there to Paris.

Today his canvases hang in the finest galleries of both the Old World and his native land; he is a member of the most exclusive art societies, and is recognized as the leader of the impressionist school.

Owosso's pride in Frieseke recently found expression when a painting, "Lady with Parasol," was presented to his home city, and was given the place of honor on the wall of the public library here.

OTSEGO SURROUNDED BY INLAND LAKES

OTSEGO, Mich.—Surrounded by numbers of beautiful inland lakes and only 30 miles from Lake Michigan, Otsego has an unusually favorable location in southwestern Michigan. It is in the center of a district served by three large power plants, all located within a radius of five miles of the city on the Kalamazoo River.

Otsego's industries are varied. It has paper mills, a shoe factory, a furniture factory, an artificial ice plant, a milk condensery and a gas plant.

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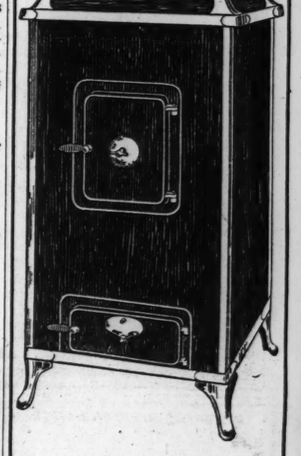
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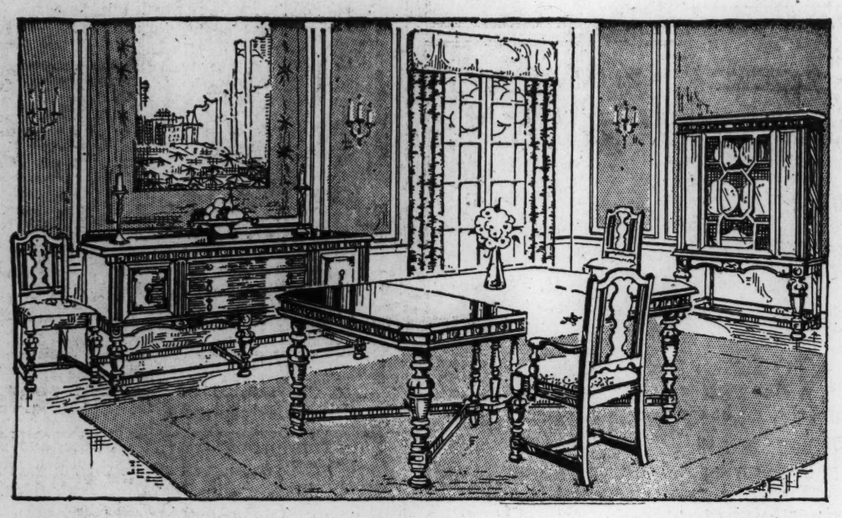
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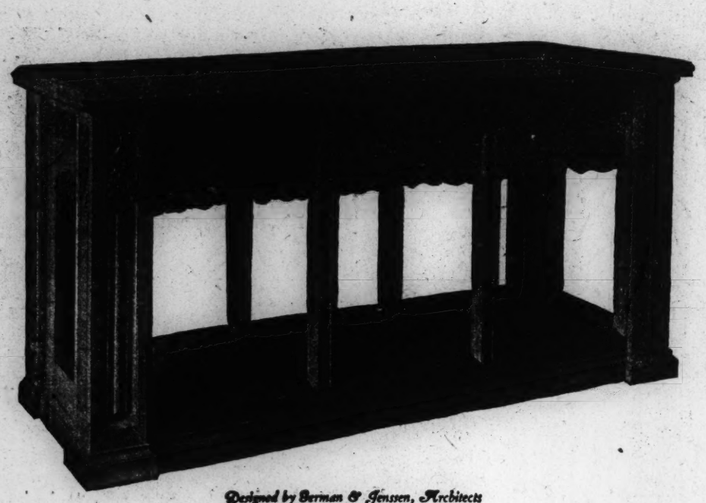
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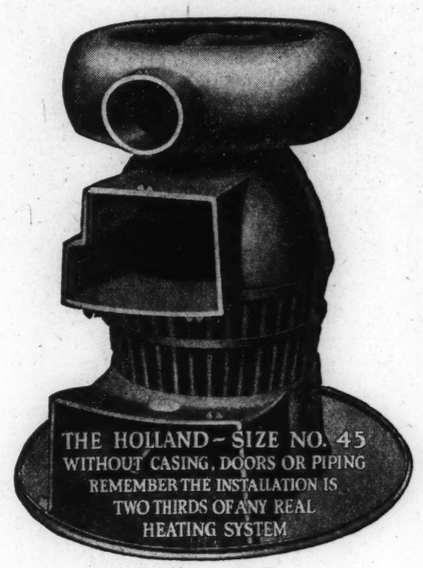
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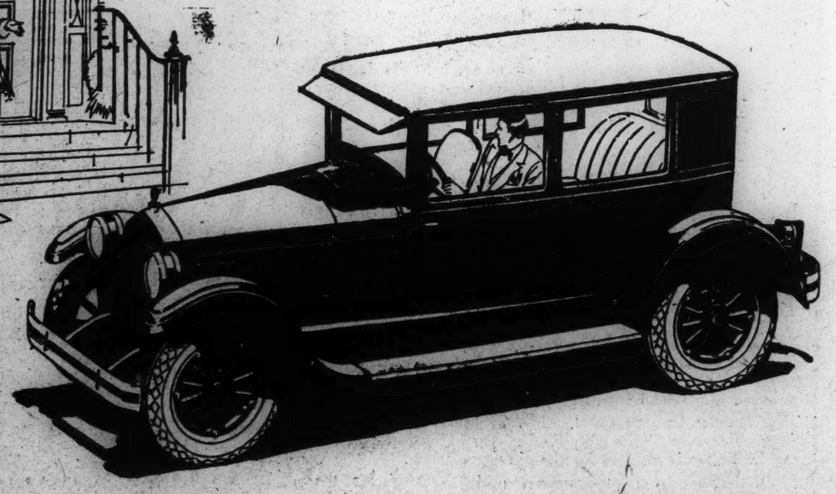
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Cadillac is the one car with whose manufacturing soundness and excellence you do not need to concern yourself for a moment.

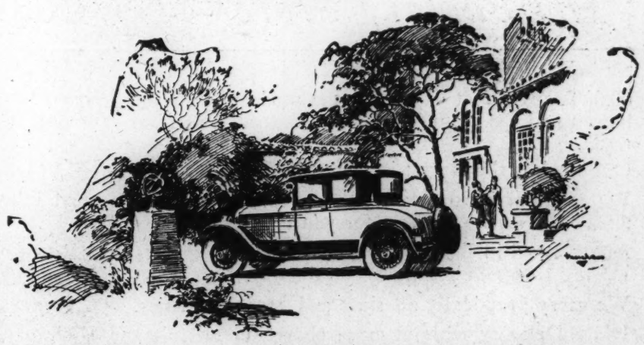
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SECTION 5 BOSTON, FRIDAY, MAY 14, 1926 PAGES 1 TO 12

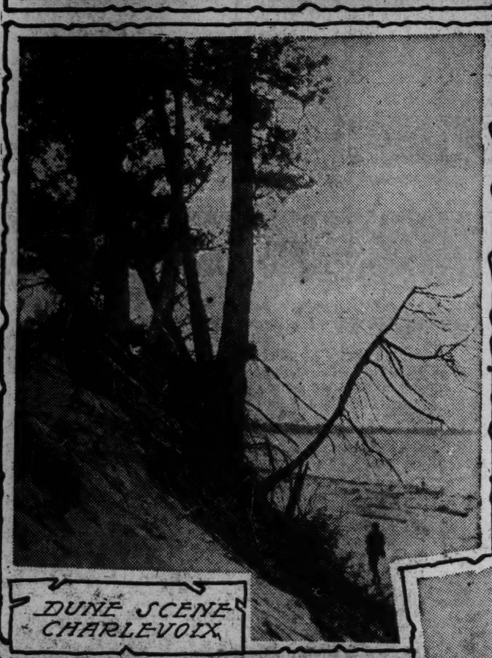


"BROKEN ROCKS" NEAR PORT AUSTIN
Courtesy Pere Marquette





MACKINAC ISLAND DRIVEWAY



DUNE SCENE CHARLEVOIX



CHAPEL ROCK LAKE SUPERIOR

SUNSET ON LAKE MICHIGAN

MICHIGAN

Its Beauty Spots

By HARLOW O. WHITTEMORE
Professor of Landscape Design, University of Michigan

Ann Arbor, Mich.

A MAP of the United States shows Michigan occupying a favored position, snuggled between the greater of the American inland seas, Huron, Michigan and Superior. To anyone thus visualizing the State, it would seem that the scenery must consist largely of seascapes. Wide stretches of glistening white sand lie between dark forests and deep blue water. For many hundreds of miles from the Indiana line to the Straits of Mackinac on the Lake Michigan side stretches the finest sand beach to be found anywhere. There is no monotony, because on the one side are the tumbling waters responsive to every mood of the wind, and on the other are great billowing dunes of sand, the largest in America.

The eastern shores are scarcely less interesting. For example, bordering the Lake Erie shore in the southeastern corner are the great Monroe marshes, many miles of grasses and sedges, and affording an unusual spectacle in the vast beds of Egyptian Lotus.

An entirely different type of shore line greets one on that magnificent body of water, Lake Superior. Many miles of sand beach is to be found, but the prevailing shore is wild and rugged. Great rocky headlands jut into the lake or tumbled masses of bowlders strew the margin. At Munising are the famous pictured rocks: fantastically carved and eroded rock cliffs of colored limestone.

The climax of the beauty of the Great Lakes is for most people to be found at the Straits of Mackinac. Here is Mackinac Island, old Michilimackinac, as lovely as it is historic. Known far and wide as the Fairy Isle, it has everything to justify that name. Containing but a few thousand acres, its great mass of rock rises out of the deep waters of the straits to a height of 340 feet. Precipitous cliffs of varicolored limestone are carved into interesting formations; devil's slides, fairy arches and the like. Across the water to the west of here is the attractive country about St. Ignace, an historic old town, founded in 1670 by Pere Marquette. To the northeast are Les Cheneaux, a splendid constellation of islands, isles and islets which has drawn many summer residents of the cultured type who keenly appreciate the works of the master painter exhibited there.

The shore line of Michigan is but the beginning of the list of its scenic attractions, for "it has mountains, bluffs, hills, high tablelands, rolling prairies, forests, plains," as well as its "marshes, great sand dunes, rocky shores and many islands."

In the southwest are the prairies, the eastward extension of those of Illinois. In the southeast one finds the great glacial moraines covered with forests of oak and hickory, the intervales set with thousands of beautiful inland lakes. Oakland County has 500 of these lakes, and in Lenawee County are the Irish Hills, very beautiful but relatively little known.

To many the unique features of the northern part of the lower peninsula are the vast silent and uninhabited jack pine plains. In many places one can drive 20 miles without seeing a habitation. The roads are double ribbons in the sand, winding in and out, dodging tree stumps and steep slopes, and here and there descending to cross an ice-cold stream which is alive with trout.



TURNIP ROCK HURON COUNTY



LAKE ESAU PRESQUE ISLE COUNTY
Photo E M T Service

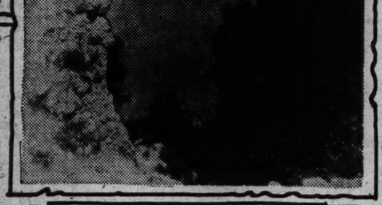
LAKE VIEW CHARLEVOIX



HUNGARIAN FALLS NEAR HOUGHTON



CRYSTAL FALLS NEAR THE "SOO"
Courtesy Civic and Commercial Assn.



ARCH ROCK MACKINAC ISLAND
E J Hall photo.



ERODING DUNES NEAR MUSKEGON



LAKE MICHIGAN ON A WINDY DAY



WHITE BIRCHES NEAR PETOSKEY

LAKE VIEW NEAR TRAVERSE CITY
Peck photo

Normal College at Ypsilanti Had Part in West's Upbuilding

Seventy-fifth Anniversary Will Be Celebrated Next Year—12,000 Graduates Have Carried School's Training and Culture to Every Section of State

By DR. R. CLYDE FORD
Head of Department of Modern Languages, Michigan State Normal College

Ypsilanti, Mich.

THE Michigan State Normal College at Ypsilanti has a long and honorable history. As an institution it has played a conspicuous part in the educational development of the country, and especially in the "winning of the West."

The planting of the school in the village of Ypsilanti, which has become with the years an attractive town of 10,000 population, was largely accidental, yet it was extremely fortunate, for it permitted the institution to develop in a corner of Michigan where romance had been the background of much adventure and achievement for 150 years.

Not far away was Detroit, the center of the old French world of the lakes, with its memories of Pontiac and the border wars of the Revolution and 1812. It was into this section came the first of those hardy pioneers to conquer the wilderness of the territory. And the first railroad in Michigan west from Detroit had its terminus in Ypsilanti as early as 1838.

Dedicated in 1852

The formal dedication of the school occurred Oct. 5, 1852, and preparations for the celebration of the seventy-fifth anniversary of this event next year are already under way. It was the sixth normal school established in the United States and the first one west of Albany and the Hudson. It was, therefore, a pioneer institution in the training of teachers, but it has kept pace with the years.

The material prosperity of the school has been abundant. From a little site of less than six acres, its campus has grown to 107 acres of diversified terrain, hill and valley, garden and sward, brook and thicket. There are 10 buildings on the campus at the present time, and plans for a new and imposing library are just now being drawn. Only one of the campus buildings is "old"; the others are modern, and some particularly imposing.

The Frederick H. Pease Auditorium, named in honor of the man who made the Normal College Conservatory famous in the State, is one of the State's most artistic structures. The Roosevelt High School, the most recent building, is regarded by experts as of the highest type in secondary school architecture. In speaking of the college high school, one must not forget the Lincoln Consolidated School, which is located a few miles away in the country, in affiliation with the Normal College. It is a monument to progressive rural education.

Faculty of High Rank

But, after all, a college of any sort, and a normal college in particular, is distinguished by the men and women who are its teachers. The State Normal College has always ranked high in this respect. Its heads of departments are scholars, many of them of nation-wide reputation. They have brought to the classroom experience, training and real pedagogical ability. Charles McKenny, president, has proved an able leader.

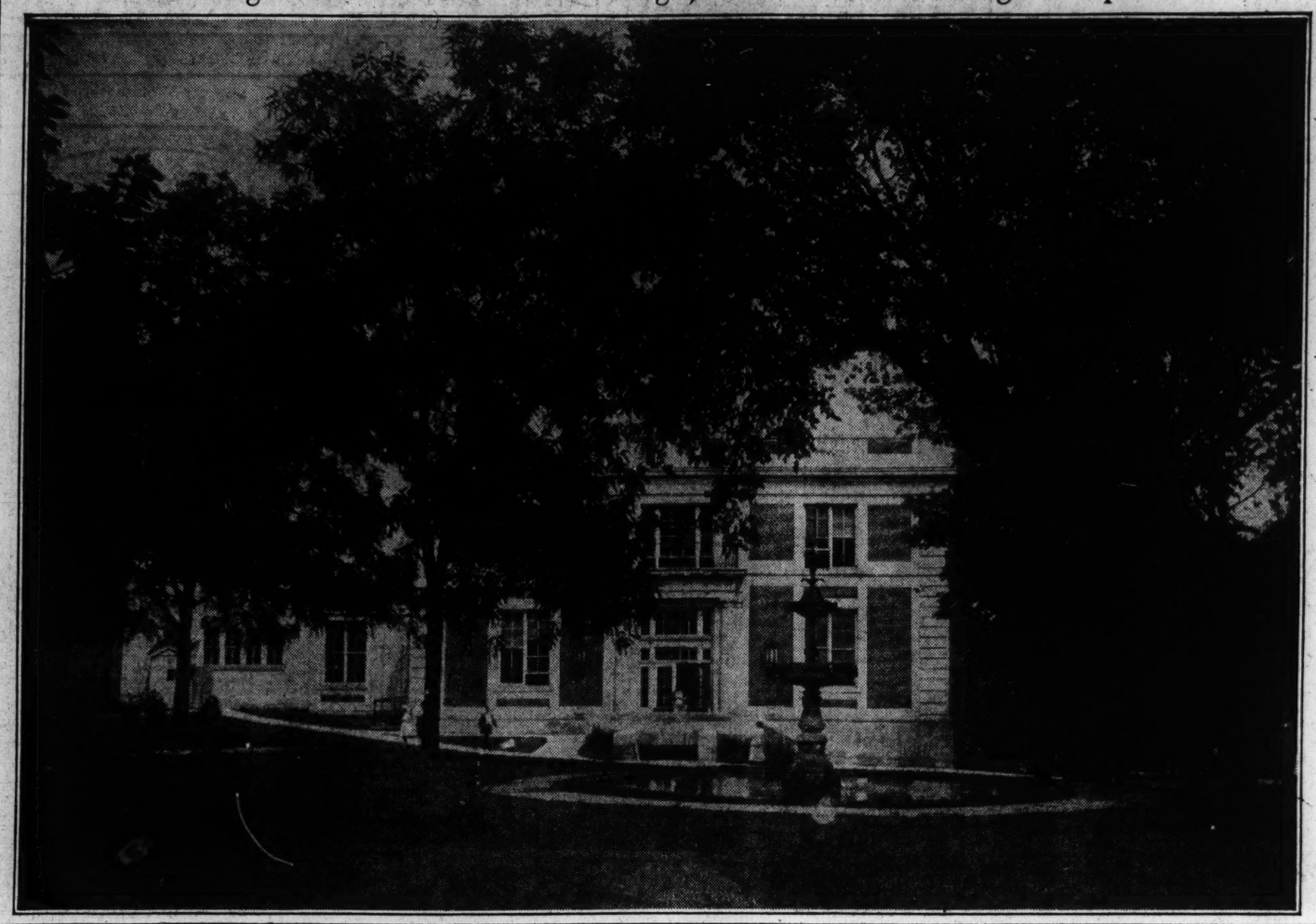
The Normal College at Ypsilanti was the first normal school in Michigan to plan and develop a four-year course. Today 150 students leave the institution every year with a degree which will admit them to graduate study at home or abroad.

The fame of any institution of learning in the last analysis rests upon its finished product—its graduates. Twenty thousand graduates of the Michigan State Normal College have carried the instruction, culture, ideals of their alma mater into every hamlet and town of Michigan.

ORCHESTRA WINS HONORS

DECATUR, Mich.—The Decatur High School Symphony Orchestra carried off honors in the State Music Contest last year. It comprises 40 pieces and is often called upon to give concerts in communities in southwestern Michigan. The director is Mrs. Aileen Bennett.

Sheltering Trees Make Attractive Setting for State Normal College at Ypsilanti



UNIQUE THEATER AIDS YPSILANTI

Players Starting in Little Yellow Barn Have Now Extended Scope

Ypsilanti, Mich.
Special Correspondence

THE Ypsilanti Players, during 11 years of activity, have found satisfaction, not only in playing with greater finish and assurance each season, but in surmounting obstacles that have confronted them.

The limits, imposed by the little yellow barn in which the Players first saw dramatic light, have been enlarged by extensions at various points. The stage has grown out of the class of little theaters, being equipped most modernly and having unusual resources in the way of lights and stage sets. There are no footlights, all the lighting coming from the sides and overhead, while all the lights are on dimmers so that various degrees of strength may be secured.

The small income derived from presenting programs to 75 people on eight nights has been expanded by a subsidy contributed by sympathetic patrons. The engaging of Paul Stephenson as an assistant to Daniel L. Quirk Jr., owner and founder of the Playhouse, and president in 1925-26 of the Drama League of America, eased conditions for the busy Players and made possible more intensive rehearsing and further excursions into the experimental.

After nine seasons of one-act plays, the Players essayed the long play of "Belinda" by Milne and, enchanted by the greater challenge of the sustained effort it imposed, followed with Lord Dunsany's "If" and this with "Steamship Tenacity."

The Playhouse is fulfilling very acceptably its mission of providing a center for the dramatic activities of the community, and the Players do not hesitate to go quite far afield in their casting, requisitioning talent wherever found and drawing into their organization an increasing number each year.

Women's Achievements Form Vital Part in State's History

By MRS. GEORGE G. HUNTER
President of the Michigan State Federation of Women's Clubs

St. Johns, Mich.

WHEN the history of Michigan is written, the intimate part of that history will be the record of the accomplishments of women and women's organizations.

Just past the middle of the nineteenth century a movement for united activities among women in larger towns found expression through small groups who came together for self-culture and intellectual improvement, but it was toward the close of the century before the idea of a state-wide banding together of club women was realized.

Kalamazoo was the birthplace of this club movement in Michigan. Its oldest federated club, the Ladies' Library Association, was organized in 1852.

Every great movement has its pioneers and to Mrs. Lucinda Hinsdale Stone of Kalamazoo, leader in every good work for the advancement of women, falls the distinction of being Michigan's "Mother of Clubs."

Club Government Adopted

The Ladies' Library Association of Battle Creek, the Ladies' Literary Club of Grand Rapids, the Lansing Woman's Club, the Jackson Woman's Club, the Ladies' Library Association of Schoolcraft and the Detroit Woman's Club were among the first clubs organized.

In 1873 the Ladies' Library Association inaugurated the club movement in Michigan by adopting club government. From this time the club movement spread rapidly, and 22 years later the Michigan State Federation of Women's Clubs was formed in Lansing, March 20, 1895, there being 64 clubs represented.

The meeting in Lansing was the direct outgrowth of a meeting held in Bay View the year previous, through the efforts of Mrs. N. B. Jones, Lansing, president of the Bay View Woman's Council, to which were invited all Michigan clubs federated with the General Federation.

Miss Clara A. Avery of the Detroit Twentieth Century Club was the first president.

64,000 Women Are Members

Thus began an organization with 47 charter clubs, which today numbers 474 clubs, with a membership of 64,000 women.

Although primarily the club movement was social, literary, artistic and cultural, the several groups rapidly extended their studies to civic affairs, both state and national.

The work of the federation is to form and sustain healthy public sentiment. The many other organizations of women represent a single cause; the federation represents "the sum and total of all causes, the home and society."

The greatest value of the club movement is its service as a factor in the educational development of women. There has been no single accomplishment spectacular in nature but the federation has sought to keep pace with and improve conditions as they develop.

Along national lines, the work has been of legislative character. The federation has stood squarely behind the suffrage movement, the Eighteenth Amendment and the World Court and other measures and movements of vital interest to women.

Within the State it has been interested in working for those measures which would promote morals and general well-being of women and children.

Emphasis on the Home

Throughout all the varied activities of the federation the primary emphasis is laid on the home, the institution around which all the interests of the Nation revolve.

The club organized for purely literary purposes is giving way to clubs carrying forward departmental work, along lines of American citizenship, education, public welfare, international relations, the American home and kindred subjects.

Notable among the accomplishments of the federation is the establishment of scholarship funds. These are designed to assist young women in the University of Michigan and the Michigan State College.

This brief review is sufficient to show that the woman's club was not an echo; it was not the mere banding together for a social and economic purpose. It became at once, without deliberate intention or concerted action, a light-giving and seed-sowing center of purely altruistic and democratic activity. It brought together qualities rather than personages, and by a representation of all interests, moral, intellectual, and social, a natural and equal division of work and opportunity.

WOMEN VOTERS AID CITIZENS

Michigan League Holds More Than 30 Citizenship Schools

By MRS. HENRY G. SHERRARD
President, Michigan League of Women Voters

Detroit, Mich.

THE Michigan League of Women Voters has held over 30 citizenship schools, including a six-day Institute of Politics in cooperation with the University of Michigan. A six-day institute cooperating with Michigan State College is planned for this summer.

By far the most interesting recent work in organization is that of New Voters leagues established in several of the educational institutions of our State. The first of these leagues was organized last year in Ypsilanti Normal College. This year league groups of New Voters have been formed in Battle Creek College, the University of Michigan, Michigan State College and Olivet.

These girls who have recently acquired or are about to acquire the franchise are learning of the duties, responsibilities and privileges of citizenship, and of the obligations which citizenship entails. They are showing a rare enthusiasm which is a delight and inspiration to us all.

Our league has to its credit excellent results in Get-Out-the-Vote campaigns. Michigan showed an increase of 11.29 per cent in the last presidential election, due in large part to our women's efforts. Dearborn had a 90 per cent vote, and Redford increased its vote from 70 to 938 for a school commissioner. A recent special congressional election showed a vote of 827 in a league community, in contrast to 567 in a neighboring town twice its size, without a league organization.

The Michigan League has helped pass excellent state laws concerning women and children, such as a law for equal gardianship for the child's person and property, amending the Mothers' Pension Law, the Marriage Law and others. Work for the ratification of the Child Labor Amendment and for entrance to the World Court and for extension of the Sheppard-Towner appropriation have been other activities.

CITIZENS BUILT MODERN HOTEL

Ypsilanti Offers Hospitable Stopping Place for Tourists

Ypsilanti, Mich.
Special Correspondence

YPSILANTI, located 29 miles west from Detroit, on the Chicago road (trunk line 17), offers the tourist a delightful stop for a night's rest. The Huron, Ypsilanti's community tavern, is the result of the determination of its citizens to provide a hospitable and modern hotel for its guests, be they tourists or commercial travelers.

The Huron, which was opened Jan. 1, 1923, contains 96 rooms. More than 500 people "own the Huron" and a small but regular dividend check each year tells the stockholders as it tells its patrons that a good hotel is appreciated.

The hotel was promoted by the Ypsilanti Board of Commerce and the citizens, embracing both members of the Normal College faculty and local business people, united to provide the common stock necessary to make the venture a success. Despite depressing conditions surrounding business in 1922, the project was carried through successfully.

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Wind Marshals Sand Battalions When Dune Army Marches Inland

Strange Beauties Are Found Where Flying Sand and Creeping Forest Wage Ceaseless, Shifting Struggle Around Shores of Michigan's Lakes

Muskegon, Mich.

MICHIGAN'S unique and distinctive contribution to the geology of the United States is its great wind-heaped sand dunes that skirt the east shore of Lake Michigan from Gary north to the tip of the Leelanau peninsula. No portion of the North American continent has a more interesting geological history than the southern peninsula of Michigan. Particularly is this true of the post-glacial period when these dunes were formed.

When the great ice pack that once covered a large portion of North America retreated, it carved two great gullies on either side of the lower peninsula of Michigan that now form the beds of Lakes Michigan and Huron. The early level of Lake Michigan was about 20 feet higher than the present level. In many places the shore line was from 30 to 40 miles farther inland than it is now. But the prevailing winds in those days, as today, were from the west and wave and wind joined together to pile up sand that built the mystic and lovely dunelands of western Michigan. Muskegon Lake, Black Lake, Portage Lake, Crystal Lake and Glen Lake are simply arms of Lake Michigan inclosed by the erection of the dunes.

A Wilderness of Sand

Imagine a wilderness of sand; not the red sands of Arabia that Kipling has told about, but white, glistening sand, lifted up in great clouds under the driving force of a November gale sweeping across 100 miles of blue water, and you have one picture of the dunelands. Imagine, too, a wildly rugged country covered with a vegetation peculiarly its own, great tall pines and oaks, sassafras, ferns and huckleberry bush, wild cherry and wintergreen, juniper and bearberry, tufted sumacs and cedars, growing so thickly that one is reminded of a tropical forest, and you have another picture of the dunelands. Shifting dune and stabilized dune rise side by side, and together give the dunelands their diversity and glory.

The shifting dunes wage a relentless war on the stabilized dunes. These great hills of sand are constantly sweeping forward, oftentimes enveloping whole forests. In their wake they leave the skeletons of other forests, engulfed perhaps 50 or 100 years before. On stormy days they marshal their battalion of sand and swoop down in great clouds on the adjacent vegetation.

The stabilized dunes are no less aggressive. Their plant life—the grasses, the sedges, the deep-rooted cottonwoods, the juniper and red osiers—creeps forward inch by inch, reclaiming every foot of ground that some caprice of nature has left untouched by the winds for the short space that it takes a seed to sprout and a rootlet to find foothold.

Battle of the Dunes

So the battle wages with varying success on both sides. A "blowout" occurs, and the sands, in the space of four or five years, march half a mile or more inland, leaving a wake of desolation in their path. Flora and Ceres jealously guard their own, and vegetation grimly sets about to reclaim the lost ground. There is no more fascinating study to the nature lover and the schoolboy who wants to know how continents are formed, than this story of the mechanics of sand movement as found in the dunelands.

It is a rugged edge that the shore line of Michigan presents to the yachtsman as he wends northward from the southern extremity of the lake. In places the dunes rise to elevations of over 200 feet. Mount Garfield at Lake Harbor, six miles south of Muskegon, is nearly 300 feet in height. There are ridges in Benzie County of dune formation over 400 feet in height.

Vegetation in the duneland may be divided into six distinctive types. First, there are the beach grasses and legumes that begin to sprout the minute a panne is formed. They include such plants as beach pea, beach cinquefoil, cocklebur, bugseed, searocket, seaside spurge and the like. Next is the fore-dune group. This fore-dune is a storm or barrier dune outside the principal dunes. In time it will become a principal dune and another barrier dune will form in front of it. Here grow the sand reed grass, marram grass, milkweed, mullein, sand cherry, and oftentimes clumps of red osier and willow.

Next are the cottonwoods, willows, sand cherries, bittersweet and horsetail. Beyond these, the outer barriers of the permanent dunes, are the arbor vitæ cedars, juniper, and jack and white pines. Then come the oak lands with more permanent mesophytic vegetation and a variety of plants and flowers bewildering in its profusion.

The Trailing Arbutus

Probably the most familiar blossom is the trailing arbutus, known to all nature lovers. Lupine, blazing star, wild bergamot, yellow lady slipper, violets, may apples, hepatica, wild geranium, rattlesnake root, aster, anemone and orchids owe their security to the hardy xerophytic plants that form the barrier of vegetation against the shifting dunelands.

Michigan is awakening to a belated appreciation of the uniqueness and beauty of its dunelands and through the State Conservation Commission is now establishing, with the co-operation of the Federal Government, a series of dune parks which will preserve some of the most typical aspects of the dunelands for the public. The three principal parks in the chain are Muskegon State Park on Lake Michigan, approximately 1000 acres in extent; Oceana Dunes Park at Little Point Sable in Oceana County, approximately 850 acres, and McLaughlin Dunes Park at Big Point Sable in Mason County, approximately 1500 acres. J. C. B.

Irving Park, One of the Many Beauty Spots in Battle Creek



Battle Creek Near Centenary With Business Outlook Bright

Balanced Progress in Transportation, Industry, Education, Church Work and Recreation Bases City's Steady Development

Battle Creek
Special Correspondence

WITHIN a half-decade of its centennial anniversary, Battle Creek still is a young, though rapidly progressing city. Colorful progress lies behind, and Battle Creek's prospects are bright. Its college is granting its first degrees this spring. Its arboretum is emerging from a nature lover's hope into a fact. Its largest industrial plant is in its "teens," and its second largest is to be built anew.

Located at the confluence of the Battle Creek and Kalamazoo Rivers, on one of two wagon trails which led earliest settlers into the State of Michigan, and on historic railways, the city of 45,380 population, including surburbs, looks forward in transportation. Two airplanes have raced from this city against newspaper "deadlines" with emergency repair parts from a local printing press factory, and the local landing field is accepted as an airport for assured intermetropolitan air lines.

Balance characterizes Battle Creek's steady progress. The population dwells in a region of well-balanced farming. The cow-hog-hen program, urged as the salvation of overspecialized regions, has been followed here since the days of the oxen-drawn settler's wagon.

Here orchards thrive under lake-tempered winds from the fruit belt a few miles westward. Lakes, transit facilities and a rest institution give this region a share in Michigan's resort fame.

Diversity of Products

Diversity of development features the city as well as its setting. An institutional, industrial and commercial city, it is consistently progressive in the free fields. Daily streams of visitors pour through the food factories, which are always "dressed up for company."

Institutions for which the city is known are those born of religious purpose. Industrially it is famous for its food. As a trading center, Battle Creek serves an important area. It claims the largest wheat market in Michigan.

Battle Creek is on the famous old territorial road, now M-17, linking Detroit with the historic Lake Michigan port of St. Joseph. It is also on the New York Central and Grand Trunk railways.

In city and suburbs are 23 schools, including the city system of 14 elementary schools, vocational school, junior high school and high school. Dr. W. G. Coburn is in his thirty-first year of superintendency of the city school system.

The 7408 students are taught by a faculty of 260 in a $2,682,412 educational plant. Complementing this educational system are Battle Creek College, two conservatories of music, an art school and a business college.

Homes and Recreation

The city's 21 parks and parkways comprise 400 acres, including beautiful Irving Park of 70 acres and Verona Park of 200 acres. A $200,000 boys' recreation hall will be erected this year. Recreation plays an important part in the city life. Two big food manufacturing plants maintain excellent athletic fields. Numerous golf courses are maintained within easy access. Tennis courts, swimming pools and a recreation association are other features.

Battle Creek takes pride in its homes. Statistics indicate that three out of four families own the homes in which they dwell.

Nativity of the Indian name translated into "Battle Creek" was so ancient that a century ago historians could not ascertain whether the hazy stories were based on fact or legend. In any event, the Indians here, Potawatomies, have been lovers of the peace pipe since long before Sands McCamley and Daniel Guernsay in 1831 pitched their wagon camp at the junction of Battle Creek and Kalamazoo and founded a settlement.

Today members of the Indian band live on little farms at Athens, a few miles south, where they dwell in amity with "paleface" neighbors and maintain fraternal relations with the Pokagon band of the tribe, fourscore miles away near the St. Joseph Valley in Michigan's southwestern corner.

Churches Active

This city is a center of the Seventh Day Adventist faith, headquarters of which were recently moved to the national capital. The Society of Friends made an establishment here at an early day, and the farmhouse of Erastus Hussey of this faith was an "underground railway" station on the present site of Battle Creek College.

Today three of the city's 31 churches lift their spires from the center of the down-town business district.

Sojourner Truth, fugitive slave and friend of Abraham Lincoln, found here a haven and spread the city's fame by lectures in favor of freeing her people. One of the many modest periodicals which have been and are published here was the Liberty Press, organ of Michigan abolitionists. The plant was burned in 1849 by some of the few slavery sympathizers.

Maintaining its place in the foreground of efforts for human betterment, Battle Creek was a Michigan leader in the Washingtonian movement and other temperance endeavors, and in a later day was the first of the larger cities in the State to become dry through one of the referendum elections which preceded state and national prohibition of the intoxicating beverage traffic.

MICHIGAN'S OLDEST TOWN

LESLIE, Mich.—The village of Leslie is one of the oldest towns in the State. It is situated midway between Lansing and Jackson on a paved state highway and has street car service connecting it with the two cities. Leslie is known for its hundreds of maple trees and for its 35 flowing wells within its limits. Two of them supply the village with water. Leslie has four Protestant churches.

'HOME VILLAGE' SHOWS ADVANCE

Plymouth, 23 Miles From Detroit, Combines Beauty With Industry

By SIDNEY D. STRONG
Village Manager of Plymouth

Plymouth, Mich.

PLYMOUTH, the "Village of Homes," is the hub of suburban Wayne County, west of Detroit. Centrally located, and easily accessible on fine concrete highways, it is 23 miles from the Detroit City Hall, and 18 miles from the Ann Arbor campus. It is a junction point of two Pere Marquette railroad divisions and enjoys hourly bus service to and from Detroit.

Plymouth is a village of home owners, whose interest and pride in their town has led them to make their properties things of beauty with fine lawns adorned with shrubs and flowers and shaded by wonderful elms and maples.

One hundred years ago last year, the first of the pioneers to make a permanent residence in what is now the village of Plymouth must have seen and felt in the fields and woods and streams of this section some of the charm which the present-day villagers cherish so highly. In 1825 14 men took up government grants here and two years later the township of Plymouth was formed. In 1867 the settlement, known for some time as Plymouth Corners, was incorporated as the village of Plymouth. Since that time the village has grown steadily and substantially.

What a change 100 years of development has made in Plymouth. It is now known all over this part of the State as the "Village of Homes," and this slogan, a part of our village seal, carries its message of home life on letter heads throughout the country. Over 4000 people now live in the 1½ square miles within our corporate limits. Their civic life functions through a commission-manager form of government, in operation since 1918. The present manager has been on the job for six years. The majority of the citizens are well satisfied with their modern municipal government. The tax rate is 15 mills, the assessed valuation is moderate—about $5,000,000—and the commission is progressive.

The village has about 80 acres in parks; several miles of brick and concrete pavements, with the rest of the streets well graveled and oiled; a modern street lighting system; an up-to-date fire department, with two motor trucks, and an efficient police force. A plentiful supply of clear, pure water, is owned and distributed by the village, and there are sewers and fine gas and electric light services.

Fourteen small industrial plants provide work for many skilled and semi-skilled workmen who make up a large and respected part of the community.

Arboretum at Battle Creek Is to Comprise 3000 Acres

Park Will Extend Three Miles Northward to St. Mary's Lake—Named "Leila" in Honor of Its Donor, Mrs. Post-Montgomery

Battle Creek, Mich.
Special Correspondence

LEILA ARBORETUM, which is being established here, eventually will comprise more than 3000 acres, according to authorities connected with the project, who plan to make it one of the world's largest arboretums. Some 130 acres are being developed as the first unit. An option has been obtained on 2000 more acres, and there are 1000 acres additional that will be available. The park will extend northward from the city for three miles to St. Mary's Lake.

The arboretum is the gift of Mrs. Leila Y. Post-Montgomery. Other public-spirited citizens of means are co-operating in development plans.

T. Clifton Shepherd, superintendent, has 300,000 plants, shrubs and tree shoots, which will provide material for the arboretum's development. The start is made with native plants. In 1928 it is expected the first foreign prospecting party will embark under Leila Arboretum auspices.

The park will include individual edifices or groups of buildings on several "campuses," in accordance with the plan for making it an educational establishment for persons of all ages.

The first structure, which probably will be built this year, will be the Museum of Natural History, gift of the late Mrs. Emma C. Kingman. Other assured buildings which will be constructed during the arboretum's development will be a Hall of Archæology on the museum "campus," a lyceum, with large auditorium and a smaller lecture hall, an administration building, including a herbarium, a Hall of Liberal Arts, a Hall of Music including an open-air auditorium, a Hall of History and two exclusive orchid conservatories, for hot climate and cool climate orchids. There will also be other glazed plant conservatories.

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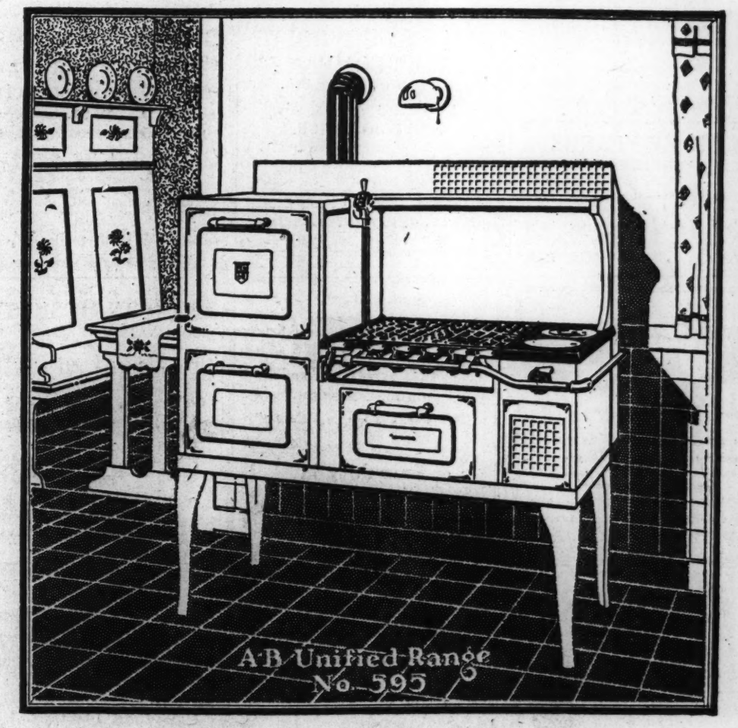
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Unspoiled Lakes and Streams Among Assets of Ironwood

Large Areas of Virgin Timber Growth Retained Despite the Great Tourist Influx—Other Natural Beauties Preserved

Ironwood, Mich.
Special Correspondence

THE northern part of Michigan, Wisconsin, and Minnesota is drawing increasingly more city dwellers from the South and middle West for their vacation periods.

In the reception of such visitors, Ironwood is situated to play a large part. The city limits on the west rest on the Montreal River, the boundary between the Upper Peninsula of Michigan and Wisconsin. To the north is Lake Superior and to the east stretches the Upper Peninsula. South and west is Wisconsin, and within an hour's ride from the city are some of the most attractive lakes and resort areas to be found in the north country.

Upper Peninsula and northern Wisconsin visitors come to the city to see the mines and to supply their wants, while automobile tourists in large numbers stop here over night. Many of these, learning of the beautiful 17-mile drive through virgin timber to Lake Superior, take the opportunity to view this beautiful expanse of water from its woodland shores. From Ironwood lead many choice drives over well-kept state highways. For 15 years, Upper Peninsula counties and the State have been building new roads and reconstructing old ones, until the Cloverdale vacation country has become famous for its good roads.

The climate together with the woods, streams and lakes, all of them unspoiled, have made this north country one of the nation's summer playgrounds. At no time have the advantages of this section been so thoroughly appreciated as now. While there is no boom, there is a wholesale transfer of lake front property under way.

Recently a large Chicago mercantile establishment purchased a town site of what was once a sawmill town. It is the purpose of this company to establish there a summer recreation spot for its employees. Individuals have purchased large tracts and built handsome homes and recreational facilities such as golf courses, bridle paths, and tennis courts. Fish are planted in lakes and streams. Wild rice to attract water fowl is planted where necessary, and deer are carefully protected. Such men realize that the woods are disappearing rapidly and, having the means, they are preserving what they may of nature's beauties.

A small sized building boom is under way in the lake region of Wisconsin and the Upper Peninsula this year. In building homes, most property owners are appointing them for both summer and winter use because many enjoy the invigorating winter climate of this country. Ski and toboggan slides are figuring in the plans of a number of the more wealthy people who are able to provide themselves with such recreational advantages. During the summer months one railroad operates a train for vacationists between Chicago and Ironwood, and another will be operated by the same road this year between Chicago and Watersmeet, the extreme eastern boundary of Gogebic County. The railroad is looking forward to the time when these trains may be operated in winter as well.

Northern cities are attracting summer conventions. Ironwood has entertained two state and one national convention within the last three years, while Bessemer, the county seat of Gogebic County, located six miles from Ironwood, and Wakefield, the third city in size in the county and 13 miles east of this city, will entertain conventions this year. Wakefield, one of the richest cities in the United States per capita, has a beautiful municipal building, and is admirably equipped to handle conventions, with the single exception of hotel facilities. Both cities look to Ironwood to supply these accommodations.

The nine-hole golf course of the Gogebic Country Club is situated two miles east of Ironwood. Work on the course started nine years ago, and three years ago a clubhouse was erected, at a cost of $32,000. The fairways were cut through a forest, and the golfer finds himself in the true environment of the north as he progresses in his play. The scene from the clubhouse is beautiful because the building offers a bird's-eye view of several of the fairways, and in the background are rugged hills.

With the growth of the tourist traffic which began five years ago and is now a good-sized movement, people in the north realized the importance of conserving the natural beauties of the north. There are still large areas of virgin timber and state and county highways wind through some of the largest stands, but a movement is now on foot in Gogebic County, as in several Upper Peninsula counties, to bring about the purchase of road-side timber before it is harvested.

The increasing demand for summer recreational advantages has brought home the need for more federal, state and county parks. Within 50 miles of Ironwood are the Porcupine Mountains, which may be made a federal park. Gogebic County owns two large parks, one on Lake Superior and the other on Lake Gogebic, sometimes called the Lake Geneva of the North.

Mackinac Island State Park Knows Not the Motor's Honk

One of Most Delightful of State Parks Is This Heavily Wooded Site on the Straits of Same Name in Michigan

By FRANK A. KENYON
Superintendent, Mackinac Island State Park

Mackinac Island, Mich.

SITUATED in the Straits of Mackinac, about six miles from the Michigan mainland, lies Mackinac Island, a masterpiece of nature's handiwork. Mostly covered by a dense growth of hardwood and evergreen trees is this retreat, interlaced, with 25 miles of delightful drives, saddle paths and foot trails.

These drives and trails lead from the main street at lake level, in front of Old Fort Mackinac, the attractive whitewashed walls of which make a most charming background for the only "formal" part of the State Park, which lies at its foot in the foreground, by numerous hotels, up the east bluff, past several splendid summer homes, thence up hill and down vale, winding through the enchanting woods to "Robinsons Folly" and on to "Arch Rock," a natural arch of limestone rock 160 feet above the lake, which, according to Indian legend, was the dwelling place of "Gitche Manitou" or "Great Spirit."

From Arch Rock the trail leads to Sugar Loaf Rock, and on through the balsam and pine-laden air of the woods to "Old Fort Mackinac," which was built by the British in 1780.

From here one passes by "Skull Cave," the hiding place of Alexander Henry during the Indian massacre at Fort Michilimackinac, and on up to Fort Holmes, built by the British at the time of the capture of Fort Mackinac during the war of 1812, and named in honor of Major Holmes, who fell in the battle of Mackinac. This fort is 339 feet above lake level, from which point the traveler gets a most inspiring view of the Great Lakes and the country beyond.

Descending from Fort Holmes, one goes through the battle field, which is converted into a fine golf ground, on to "British Landing," the place where the British troops landed when they captured Fort Mackinac. From here the shore road leads past "Chimney Rock," "Lover's Leap," "Pontiac's Lookout," "Devil's Kitchen" and the "Old Distillery" back to town. Many other interesting bypaths and roads invite the vacationer.

Mackinac Island State Park was the second national park established in the United States, and was maintained as a national park, until the Federal Government abandoned "Old Fort Mackinac" in 1895, when the national park, old fort and military reservation were given to the State of Michigan, to be maintained as a park.

In addition, the State of Micaigan has acquired 700 acres by purchase, which includes the battle field of the War of 1812 and other lands, making the total area of the state park approximately 1700 acres.

All Michigan trunk line highways converge at the Straits of Mackinac six miles distant by water from Mackinac Island, with several boats daily connecting. Three large railroad systems terminate at the same place.

All large through lake passenger boats stop at Mackinac for several hours, giving the tourists time to take the drive through the state park and visit "Old Fort Mackinac."

The chief diversions are carriage driving, horseback riding, golf, tennis, boating, fishing, dancing and bathing.

Wonderful scenery, purest of air, with history and Indian legends so interesting, make Mackinac Island an ideal state park.

Here the smell of gasoline is yet a stranger, and the honk of the automobile is still unknown. Michigan invites you.

WATER OF LAKE LAPS LUDINGTON

Aptly Named as Main Street Extends to Michigan's Edge

Ludington, Mich.
Special Correspondence

LUDINGTON-ON-THE-LAKE is a suitable name for Ludington, for it is situated on the shores of Lake Michigan and the main street of the city extends to its very shores. The town has about 9000 inhabitants, and is an up-to-date city. Ludington prides itself on its cleanliness. The streets are wide, straight, well paved, and overshadowed by large, stately trees ruffled by the lake breezes.

Two well-known resorts are situated near Ludington. There are 47 lakes in Mason County, so even the most particular may find a place to satisfy. The largest and best-known resorts, Epworth Heights and Hamlin, are located three and nine miles from the town. Epworth is built mostly on hills overlooking Lake Michigan and also Lincoln Lake. It has several hundred cottages, owned by people from almost every state in the Union. There are two country clubs here, one of which has as excellent an 18-hole golf course as may be found in this part of the State. Water sports are not to be forgotten. These clubs have many social functions during the season. At Hamlin one gets closer to nature.

Two of the most beautiful places in this part of the country are the Indian Trail at Epworth, and Buttersville, which is separated from Ludington by the Pere Marquette River. The Indian Trail has a natural amphitheater, where in years past Ben Greet and his company of noted English actors played many of the great classics. At Buttersville there stands on a high bluff a lone tree which was planted by Father Marquette.

One of the best tourists' camps in this State is situated at Waterworks Park, just inside the city limits. Here is a green lawn on which to pitch the tents, a municipal kitchen, hot and cold water, and good bathing facilities. The camp is on a bluff overlooking Lake Michigan, and is free.

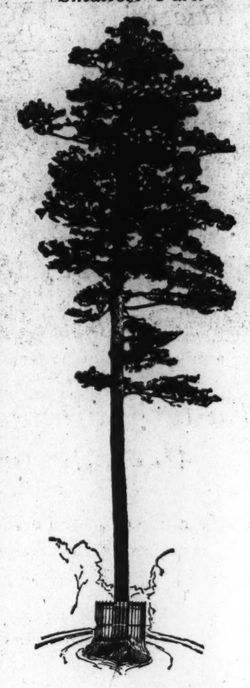
Ludington is the county seat, and has a modern courthouse building. There are several factories here, perhaps the most interesting of which is that of a salt company. The brine is piped under the Pere Marquette River to Ludington from Buttersville. At the factory here it is evaporated.

A fleet of seven car ferries runs in and out of the harbor daily, carrying freight cars between here and various points across the lake. Besides these, the Pere Marquette Line passenger steamers operate here, and also the northern Michigan boats from Chicago touch here and at other northern points.

Ludington's high school is on the accredited list of colleges, and a fine new addition to it has just been completed. The city has also a county normal.

Near Ludington is one of the best small fruit farming regions in Michigan. Mason County has many large farms devoted entirely to the raising of cherries, peaches, and apples.

Smallest Park



Courtesy Daily Globe, Ironwood

Tree in Middle of Cloverdale Trail, Near Irontown, Preserved as Park.

World's Smallest Park in Michigan

Consists of Towering Pine Tree Enclosed Within Eight-Foot Area

Ironwood, Mich.
Special Correspondence

THE smallest state park in the world is located near here in the center of the state trunk road, M-12. It is known as the Lonesome Pine.

A decade ago, when road builders were clearing the right-of-way from the present Cloverland Trail, known as M-12, Thomas Conlin, editor of the Crystal Falls Diamond Drill, and the late A. D. Johnston, then chairman of the Gogebic County Highway Commission, spied a beautiful pine tree directly in the path of swinging axes and swishing saws.

Both agreed the tree should not be felled and it was left standing. It still stands in the middle of the Cloverland Trail near the Gogebic-Iron County line, protected by an eight-foot iron fence.

Heavy Deposits of Iron Ore Give Impetus to Active City

Ironwood, in Northwestern Corner of Upper Peninsula of Michigan, Only 40 Years Ago Was Original Forest Land

Ironwood, Mich.
Special Correspondence

LOCATED on the extreme northwestern corner of the upper peninsula of Michigan, in the middle of the Gogebic iron range and the center of a rugged, picturesque section of the now famous summer vacation country which stretches for miles in all directions is Ironwood, a city of 18,887 inhabitants, the largest in northern Michigan and by far the wealthiest, due to its large rich ore deposits.

Its schools, churches, stores, theaters and social activities attract people for miles around, giving it the metropolitan air of a city three and four times its size.

Forty years ago the site upon which the present city stands was forest. At that time rich deposits of iron ore were discovered in large quantities, and from that time the city's growth began.

The Gogebic range is noted because it has the deepest underground iron mines in the world, as well as the largest of the underground type. The Norrie-Aurora mine of the Oliver Mining Company, a subsidiary of the United States Steel Corporation, is the largest, while the Newport, operated by Pickands, Mather & Co., is next in size. The new Geneva shaft of the Oliver Company is down 2500 feet, and which will be sunk to a depth of 4000 feet, is expected to be the deepest iron mine in the world. All operators continue to improve their properties in order to meet steadily increasing demands for Gogebic range ores and more men are being employed in local mines than ever before.

Mining Is Continuous

Mining is conducted here from one end of the year to the other. Shipment of ore is made almost entirely by water to lower lake docks and when navigation closes mining continues uninterruptedly. Ore is then placed in stockpiles and shipped during the summer months. This continuous operation has given Gogebic range towns the reputation of "good towns" where prosperity continues.

The new junior and senior high school cost slightly more than $1,000,000. It was occupied for the first time last September. Probably no more modern school exists in the United States today.

Three years ago a community center was erected and dedicated to the memory of Ironwood's soldiers, sailors and nurses. The cost of the building alone was $500,000 and it was accoutred and equipped in keeping with the beauty of the structure.

During the same year, Ironwood Masons built a temple at a cost of $150,000 and the Elks' lodge erected a $60,000 building. In the last 18 months, a two-story business block was completed at a cost of $125,000 and a bank building that cost $100,000 was occupied in November of 1925.

The mining industry is augmented by lumbering and farming, with the tourist traffic promising this year to displace lumbering as the second industry. Ironwood has one sawmill, but is the center of a number of large lumber operations. One of the last great stands of hardwood in the United States is found in Gogebic County and there is considerable other timber.

Dairying Is Progressing

Dairy farming, under county encouragement, is making rapid strides. There is a large market in Gogebic County for dairy products and farmers have been prompt to recognize the opportunity open to them. Last year a public market was established in Ironwood.

Eighteen congregations of different creeds maintain churches.

The Gogebic County Advancement Association is just getting under way, with great promise of service to the county. Ironwood has two international service clubs, Kiwanis and Rotary.

One year ago aldermanic government was abolished and in its stead a charter providing for a five-member commission with a city manager was adopted. During its first year, the commission and its manager, Wilder M. Rich, who came here from Alexandria, Va., have satisfied the voters and property owners in the city that this modern type of municipal government is splendidly adapted for present municipal needs. A city of nearly 19,000 inhabitants and an assessed valuation of $25,000,000 requires as efficient management as a private enterprise of similar proportions. Ironwood people are on the verge of a city planning program.

Ironwood is logically located to grow. It is the neck of the bottle, so to speak, for highway traffic between Upper Peninsula and Wisconsin cities, and is on three railroads—Chicago & Northwestern, Soo Line, and Duluth, South Shore & Atlantic.

WOMEN ACTIVE IN CLUB WORK

Owosso Supports Several Organizations for Cultural Promotion and Study

By MRS. FRED B. WOODARD
Vice-President Owosso Woman's Club
Owosso, Mich.

OWOSSO has several clubs that are cultural and progressive. The Current Topic Club, the Woman's Club, the Travelers' Club, the Teachers' Club and the Parent-Teachers' Association are notable among them.

The Current Topic Club has about 25 members. It was organized in 1893, federated with the State Federation of Women's Clubs in 1896 and joined the General Federation in 1900.

This club was started by a circle of friends for mutual culture and study—busy women who wanted to be posted as to world topics—and each week discussed current events. They took each country of the world and studied its topography, climate, political situations, customs, architecture, art, science and religion. Some countries were studied for two years or more. The club had just finished its study of Germany when the World War broke out.

It was quite a coincidence that the study of Japan was taken up in 1921, just as the whole world was looking toward that little nation that again sprang into prominence so suddenly. In 1922 India and Gandhi were taken up. It became a matter of much humor in the club, for it was said the Current Topic Club had only to study a nation, or scientific problem, when, lo, it immediately became a world topic. We are discussing United States history this year.

The Current Topic Club has had some women in its circle who have taken prominent places in national and state club work. A state president, several district presidents, a presidential elector, state chairman, and state officers and chairmen in the Daughters of the American Revolution have been among them.

The Woman's Club of Owosso was organized in June, 1895. It has a membership of over 200 earnest women, who stand for civic improvement, prohibition and cleaner politics.

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RENOWN AS SPOTLESS TOWN ACHIEVED BY BIRMINGHAM

Community of Homes Suburban to Detroit Has Not a Single Industry on Its Tax Rolls—Material Wealth Equaled by Civic Advancement

Birmingham, Mich.
Special Correspondence

IF ONE were to ask most of the 10,000 residents of this bustling residential suburb 17 miles north of where the Detroit River divides the city and its Canadian sister, Windsor, what constitutes the greatness of their village, undoubtedly the reply would be of this nature: "We are a community of homes where children thrive!"

Not a single factory is listed upon the village assessor's tax roll in Birmingham, while (one reason for its spotlessness) about the only time smoke may be seen hovering over the village is when a Grand Trunk railroad train whizzes through or when the anthracite miners go on a strike, compelling the use of bituminous coal in Birmingham's homes.

Birmingham first witnessed the activities of white men in 1819 when three men, laboring through rugged lands, set out from the then small community of Detroit, their destination being "somewhere along the old Saginaw trail, northward." They stopped at the beginning of an undulating country, where a small river crossed the Indian trail, and here they built their log cabins for their respective families. These men were John Hunter, Elijah Willets, and John Hamilton. They are the founders of Birmingham.

Planted Their First Crops

In their small clearing, in the heart of what is now the village of Birmingham, these pioneers planted corn and potatoes; to the south of them were the marshlands of Detroit, to the north Pontiac and Bloomfield Hills. Indians, some friendly but always something of a source of anxiety, were still encamped in those early days in Oakland County.

To Elijah Hunter, who founded a blacksmith shop and foundry here in 1840, local citizens may look for the naming of their town, for Mr. Hunter (perhaps with a vision of industrial supremacy) thought he was to eclipse the manufacturing output of Birmingham, England. Until officially recognized as Birmingham, for many years this little growing settlement was known as "Hunter's," "Hamilton's," or "Willet's," for each of these men provided food and drink and beds for travelers during the first years of the community.

Nine years ago the only direct road that connected Birmingham with Detroit was the old Saginaw Trail, a dirt surface, known for many years as Woodward Avenue. It required a half day to travel between the two communities, while now, over the surface of a 204-foot avenue, the Birmingham motorist makes the trip in 50 minutes. Most of Birmingham's population is composed of Detroit business and professional men, including many of the leaders of Detroit's automotive and business life.

Cultural Goal Upheld

Unlike many other places where the chief interest of its residents is confined to public necessities and conveniences such as water supply, good streets, etc., Birmingham not only has all these, but it has amply provided for the development of the cultural life of its people. The high ideals of its citizens, coupled with an abundance of material wealth, are making this community noteworthy.

Birmingham's public schools, caring for more than 2000 children, are among the State's best. Graduates from its high school are automatically placed on the University of Michigan's accredited list.

Nine churches, of as many different faiths, are expanding under the influx of new residents. In proportion to its population, Birmingham is said to have an unusually high percentage of church-going men and women, boys and girls.

More than 60 social and fraternal organizations and clubs are holding regular meetings in Birmingham. The Birmingham branch of the American Association of University Women alone has more than 75 members.

A community house, supported by the entire village and vicinity, is the center of much of Birmingham's activities. The Village Players, amateur theatrical organization, has a local membership of 150. It gives one-act dramas each month and is engaged in constructing its own playhouse.

Birmingham is situated in the midst of over 600 inland lakes, all within an hour's drive, and is almost surrounded by spacious golf and country clubs. Beautiful trees line its streets. Wherever one may turn one may see the towering branches of elms, maples, oaks and evergreens.

Birmingham has the commission-manager form of government.

LIBRARY TO GET NEW BUILDING

Birmingham Plans $150,000 Bond Issue—Woman Gave First Books

By MRS. JOHN H. MARLOTTE
Member Birmingham Library Board

Birmingham, Mich.

THE gradual growth of the Baldwin Public Library of Birmingham from the 48 books purchased by the Ladies Library Association in 1867 to the institution which now calls for a fine new building and greatly expanded facilities is due to the efforts of progressive women of the town with Miss Martha Baldwin as their outstanding figure. The proposed $150,000 building which is being designed by Detroit architects would have delighted Miss Baldwin no less than the fact that it is to be situated, if the bond issue is approved, in the center of a block of its own, 206 by 240 feet.

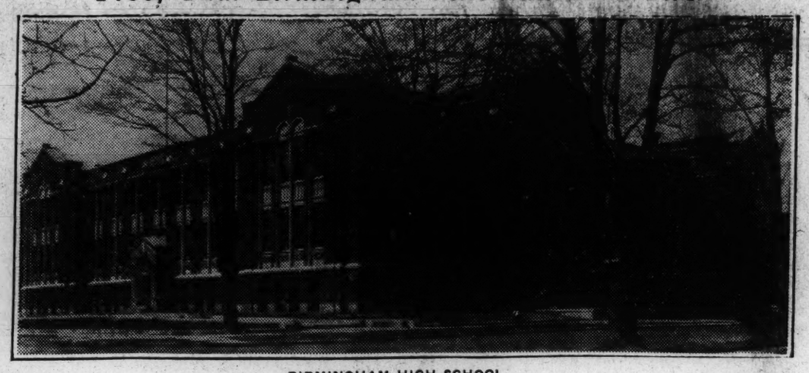
The present building, which houses the village offices as well as the library, was bought in 1893 by the association, of which Martha Baldwin was a leading member, and in 1907 when the village assumed the support of the library and was given the deed to the property, the debt which the association still owed to Miss Baldwin was canceled as her donation to the community. The new building will bear her name as the old one has done.

Well known in club work throughout the State, her chief interest lay in her home village and her tireless efforts to make it clean and beautiful and to nurture progressive village institutions led her to the formation of the Village Improvement Society in 1884, and to active influence in the Ladies Literary Society which was organized in 1890. Upon her passing, in 1913 the village became possessed of beautiful lands along the River Rouge which are to be gradually developed into a park system.

One of the buildings on the land facing Martin Street upon which the new library will be situated, is the town hall which was erected in 1840 for a Methodist church and which housed the library from 1872 to 1893. It will be removed along with the other buildings which were acquired when the property was purchased by the village last year.

The library now serves from 100 to 175 people daily and has over 6000 books on its shelves. As the village has grown within the last year from a town of 6000 people to one of 10,000, the new library is being designed to ultimately house 25,000 books or more, and a general plan of extension service is being laid out by the library board, of which Mrs. Barr is the president.

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BENTON HARBOR IS ORCHARD CENTER

Its Setting Attracts Thousands of Visitors

BENTON HARBOR, Mich.—One of the twins of the famous fruit belt of Michigan, Benton Harbor is a gateway to Chicago for the orchards of Michigan. The other twin is St. Joseph. Both cities are 60 miles from Chicago, reached by a four-hour lake ride on one of the Goodrich Transportation Company's ships.

Because of its attractive location at the point where the historic St. Joseph River flows into Lake Michigan, and because of nearby Paw-Paw Lake, Benton Harbor is visited by thousands of tourists annually. On the north of the city lies a half-mile stretch of broad Lake Michigan beach, with its strip of children's playground, called Jean Klock Park. On the west winds the picturesque St. Joseph River. To the south and east stretch boundless acres of fruit, peaches, apples, cherries, berries and grapes.

This inviting doorway to the Michigan fruit belt is the center of an annual Blossom Week, which has as a feature a pageant of floats, including those of floral significance as well as those symbolic of industrial, church, club and social life. Two trunk highways, M-11 and M-58, bring great numbers of tourists each season.

Benton Harbor is a "city of spires," having many fine churches. It has just dedicated a new $80,000 armory. In 1925, the only eight-story building in Berrien County, Hotel Vincent, was opened. Industrial plants of the twin cities total 95.

Eastern Michigan Playground Abounds in Rich Attractions

Rolling Fields, Wooded Hills, Tinkling Streams and Smooth Motor Roads Take One Into a Land That One Is Loath to Leave

Bay City, Mich.
Special Correspondence

A COUNTRY of rolling fields and level farm lands, of wooded hills and forest-covered valleys, of lakes and rippling streams or deep-running, silent rivers, of modern cities and wildernesses almost untouched since the days of the lumberjack, a generation ago—that is eastern Michigan. And those are the things which lure the "people of out-of-doors" to its highways and byways year after year.

From its southern boundary to the Straits of Mackinac—famous in legend and early history—it offers a varied means of access. Paved highways stretch in every direction from Detroit northerly to beyond Bay City. Splendid gravel roads, with a choice of routes skirting Lake Huron or taking one through the forests and past the inland lakes of the central portion of the State, appeal to the motorist.

There's a wonderful scenic route along the eastern section, carrying one past the famous St. Clair flats, up the "Thump" where rocky cliffs girt the shore of Saginaw Bay and where green islands lie in a string, seemingly almost a step from shore. Thence, from Bay City, the Dixie Highway stretches on many times within sight of Lake Huron, until one arrives at Mackinaw.

Roads for Motorists

To the person in haste to get to the northland a state highway runs direct from Detroit to Bay City and then there is a choice of several routes into the interior of the State. Or there is the water route of the Great Lakes from Buffalo or Cleveland to Detroit and thence on up through St. Clair flats into Lake Michigan and on to Mackinaw.

A chain of state-owned parks stretches from near the southern border to the tip of the State. They are all located especially for their attractiveness and accessibility, bordering on shimmering lakes or threaded by murmuring streams.

To him who goes forth with a camera instead of a gun, it is a veritable paradise. State-owned and many private game refuges, where even the presence of a gun is prohibited, offer wonderful opportunities to the humane. In the north woods, the jack pine plains in the vicinity of Oscoda, is to be found Kirtland's warbler, North America's shyest bird and one of its most wonderful songsters.

Lakes in Southern Section

The southern section of eastern Michigan offers to the vacationist scores of lakes on which are well-developed summer resorts, modern golf courses, well-kept roads and wonderful farms, with cities built up and rapidly growing through the magic of motorcar production. They are attractive to those who are not seeking the rugged features of out-of-door life and who, perhaps, do not want to get into an unsettled faraway land.

Northern Michigan on the other hand offers both the wilderness and civilization. There are modern summer resorts and almost pathless forests with still an occasional lumber camp, survivor of those made famous in such tales as "The Red Gegger" and "The Blazed Trail," still existing in places. There are golf grounds constructed in the edges of the wilderness where, as has actually happened at Roscommon, wild deer come to gaze and wonder at the players. There are streams which offer delightful canoe trips through miles and miles of woodland scenery, where the current carries one along so rapidly that, with an occasional exception, the paddle is used only for steering.

Then there is the wonderful Au Sable River, down which thousands of people have floated in canoe or flat-boat every year for possibly half a century and whose beauties, ever changing, provide a lure which brings men back for the same trip year after year.

Scattered through a large section of the country are the mounds, built in geometrical proportions, abounding in relics of a civilization which long ago came to an end. Old towns scattered through the woods also have a lure of their own. Towns which once hummed with busy sawmills and the tread of the calked boot of the river driver, are now represented by only a few crumbling shacks, and often gone entirely.

One such place as these was known as McKinley, located on the Au Sable River. Once it had a population of several hundred. Now it has one inhabitant. Its homes and stores and churches have either burned or been torn down and carted away. Its one inhabitant was once chief of the fire department in a populous city in central Michigan, and later made a small fortune in the lumber business. Now he lives, practically alone, except when visited by tourists, throughout all but the coldest part of the winter, and when asked why he stayed there said, "Why, I love those hills."

TOWN'S WATER POWER ATTRACTED SETTLERS

GRAND LEDGE, Mich.—Rapids of the beautiful Grand River affording water power attracted settlers here in the early part of the nineteenth century. A steady growth in size and business interests has marked each year.

Today three furniture factories, a large milk industry, three of the largest clay poducts factories in the State of Michigan, a strong weekly newspaper and other industries are doing a thriving business in Grand Ledge. The surrounding fertile farm land and dairy pastures contribute much to wealth in and around this city.

ALBION IS SEAT OF ALBION COLLEGE

ALBION, Mich.—Albion is the seat of Albion College, one of the finest small colleges in the country. It is a Methodist Episcopal institution now in its eighty-third year. Dr. John L. Seaton is president. Its graduates number many distinguished citizens, of whom not a few have been leaders in social work. Albion has 70 woman's clubs and seven men's organizations. Its population is 10,000. Its Carnegie Library is valued at $25,000, its community hotel at $300,000. It has 26 manufacturing plants with an annual payroll of $3,500,000. Recreational facilities include 42 acres of public parks, a swimimng pool, a lake and golf links. The commission form of government is in effect.

Thousand Summer Sails Offered on Great Lakes

Michigan Ports Serve Tourists Searching Winding Rivers, Green-Clad Islands and Inland Seas—Detroit Lists 10,000,000 Yearly

Detroit, Mich.

PASSENGER steamboat lines affording varied and excellent service to and from Michigan points are the gateways to a thousand delightful summer sails in the wonderland of the Great Lakes. Clustered about Lakes Michigan, Erie and Huron are avenues of tourist travel of marked interest and scenic beauty, encompassed by a vista of inland seas, winding rivers and green-clad islands that is practically unending.

Out of Detroit alone, which is called the most important tourist and summer excursion port on the Great Lakes, more than 10,000,000 passengers sail annually, during the comparatively short season of navigation. Overnight service is maintained throughout the season between Detroit and Cleveland, and between Detroit, Buffalo and Niagara Falls by a navigation company. An express steamboat service also is maintained by the same company between Detroit, Mackinac Island, St. Ignace and Chicago.

The new steamers Greater Detroit and Greater Buffalo, operated on the Buffalo division, are the largest of their type. The City of Detroit III and City of Cleveland III now running on the Cleveland division are splendid examples of marine architecture, with steel hulls, double bottoms and watertight compartments, and are the next largest side-wheel steamers in existence.

The steamers Eastern States and Western States are operated during the season on a four-day cruise over Lakes Michigan, Huron and St. Clair between Detroit and Chicago, which takes in the picturesque St. Clair River, St. Clair Flats and the Detroit River during the daylight hours and makes possible a stopover at Mackinac Island, one of the most famous of the northern Michigan pleasure resorts.

Short river and lake excursions are offered by a line from Detroit to Put-In-Bay, Sandusky and Cedar Point. Likewise connections between Detroit and the St. Clair Flats, Algonac and all way ports to Port Huron are available on another line of steamers.

Ferryboats constantly ply between Detroit and Windsor, Belle Isle and Bois Blanc Island. There are a variety of moonlight and day trips to Tashmoo, Wallaceburg, Chatham and other points.

Beginning in June and ending in September tri-weekly trips over a 1600-mile waterway between Detroit and Duluth are made by three steamers. A through steamer service between Lake Erie and Lake Superior ports, the steamers touching at Detroit and Mackinac Island every three days during the navigation season, is maintained also.

Mackinac Island, Muskegon, Grand Haven, Benton Harbor, St. Joseph, Escanaba and Green Bay points are served daily by steamers operating out of Chicago. In addition other boats sailing from Chicago make direct connections to Mackinac Island and Sault Ste. Marie.

The Les Cheneaux Islands, often called "The Thousand Islands of the North," are reached by steamers which make several trips daily. Muskegon and Grand Haven also are served by the steamers operating out of Milwaukee.

HOUGHTON IMPORTANT POINT FOR SHIPPING

HOUGHTON, Mich. — Houghton, seat of Houghton County, is in the center of the Michigan native copper district in the Keweenaw peninsula, northernmost tip of the Wolverine State. It is an important shipping point, both lake and rail. Located on the Keweenaw waterway, about 10 miles from Lake Superior on either side, it is served by Great Lakes steamship lines. It has smelters and coal docks, and copper shipments each year run into the millions of pounds. Mining, to the north and south, is the principal industry.

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Saginaw United on Program of Trade and Civic Progress

Community Betterment Keeps Pace With Material Advance—City's Products Find World Market—Home-Owning Gains Rapidly—Savings Increase

By ALBERT W. TAUSEND
Mayor of Saginaw

Saginaw, Mich.

SAGINAW has challenged the attention of the explorer, the historian, the economist, and the poet. When Louis Campau, trader, established his fur post, where is now the geographical center of the city, he had a wilderness to himself. When Lewis Cass, by means of treaty and some persuasion, carved a large territory from the Indian lands, he included that section where now stands the city.

Some hardy soldiers erected a blockhouse on what is now the site of one of our hotels. The fort was abandoned because the climate was not salubrious. DeTocqueville declared Saginaw the last inhabited outpost toward the Pacific, but left a prophecy that is being fairly realized.

Saginaw was not a promising infant. Nature's sole gift appeared to be a wealth of the greatest pine that ever grew outdoors, and for 50 years the onslaught of men and machinery continued against the forest so successfully that homes erected in practically every quarter of the globe bore a Saginaw mill mark. Naturally lumber almost disappeared. But not before it had made a picturesque history and many fortunes. Industry languished, business halted.

Two Cities Consolidated

Saginaw was composed of two cities, some rivalry and much hope. The two cities were consolidated by Legislative Act in 1890, but with reservations. In February of this year the last vestige of separation was wiped out when the two school districts became united by a vote of the people and passed under the joint management of a board elected at large. Our people became imbued with new visions, new purposes and new determinations. Union in fact came to be expressed in united effort.

Eleven times in the past 20 years we have sought to solve our water problem and give to the city an ample supply of good water. This was accomplished on the same date the schools became united, a double stride toward greatness. Until 27 months ago our people suffered for two years all the annoyances of suspended street car transportation. But they settled that question themselves in a big way.

These methods are now characteristic of our city, disposing of our own problems by our own citizens in a broad and business-like way. This transition marked the beginning of our new progress and prosperity and so long as we travel this path of sanity and safety our future is assured among the sisterhood of progressive cities.

I could point with pardonable pride to wide, clean and well-paved streets, to spacious parkways and ample playgrounds, to sewers, drains and water, adequate and sufficient to our present and future needs, to ample police protection and competent fire protection, to a new and splendid water system under way, a sewage plan in development that will keep us ahead of our needs for a long future, a modern zoning plan, a health and recreational program that is comprehensive and an outstanding feature of our community.

I could also point to the many substantial buildings and enterprises that grace the city. I could elaborate on the fact that many of the products of our great industries find world markets, that our people are very largely the home-owning class, that bank deposits are away beyond the average, that wage earners are well employed and that our increase yearly in homes, incomes, wages and earners is most gratifying.

But these are the material tokens of our prosperity, greatly prized and highly desirable. Yet not all of our gains have been material only. Solid and substantial as have been our concrete achievements, they have not been attained at the cost of culture and social atmosphere. We have splendid schools, academic and vocational, ample churches, splendid homes of art, music and drama.

Civic and Social Welfare

We have as many influential and talented clubs as any city of our size and we have more organizations devoted to uplift and specific purposes of civic and social welfare than most cities. We have a full quota of homes and institutions with a definite plan of maintenance, to aid the unfortunate or bring joy and cheer to those denied most of life's opportunities.

These, like our material blessings are results, effects. In seeking for the causes, or cause, I would stress the fact that Saginaw has found herself, has in recent years responded to the urge of her own civic consciousness. No city can hope to thrive or be permanently successful in any line of endeavor with a civic consciousness dormant or moribund.

It must have a consciousness alert, responsive, aggressive; alert to all the new and special needs of a community; responsive to the call to meet these needs; aggressive in protecting and defending the things earned and achieved. It must be diligent in denouncing the sham and the false as it should be vigorous in aiding and commending the worth while and the necessary.

It is because Saginaw is so imbued with this attitude that I am sure she has set her feet firmly on the broad highway that leads to her greater goal.

PURE NATIVE COPPER FOUND NEAR HANCOCK

HANCOCK, Mich.—Hancock is the center of the Lake Superior copper country, the only district in the world where pure native copper is found in the ground in a metallic state. It is copper when you find it, and does not have to be put through smelters or furnaces to be converted into copper as would be the case if it were an ore. Hancock is swept by pure air straight off the face of Lake Superior, the largest body of fresh water in the world. There are good roads everywhere, with magnificent scenery. Thousands of people spend their summer vacation in the delightful climate of Hancock and the copper country.

Portion of Busy Saginaw as Seen From the Saginaw River—City Boasts Many Important Industrial Enterprises

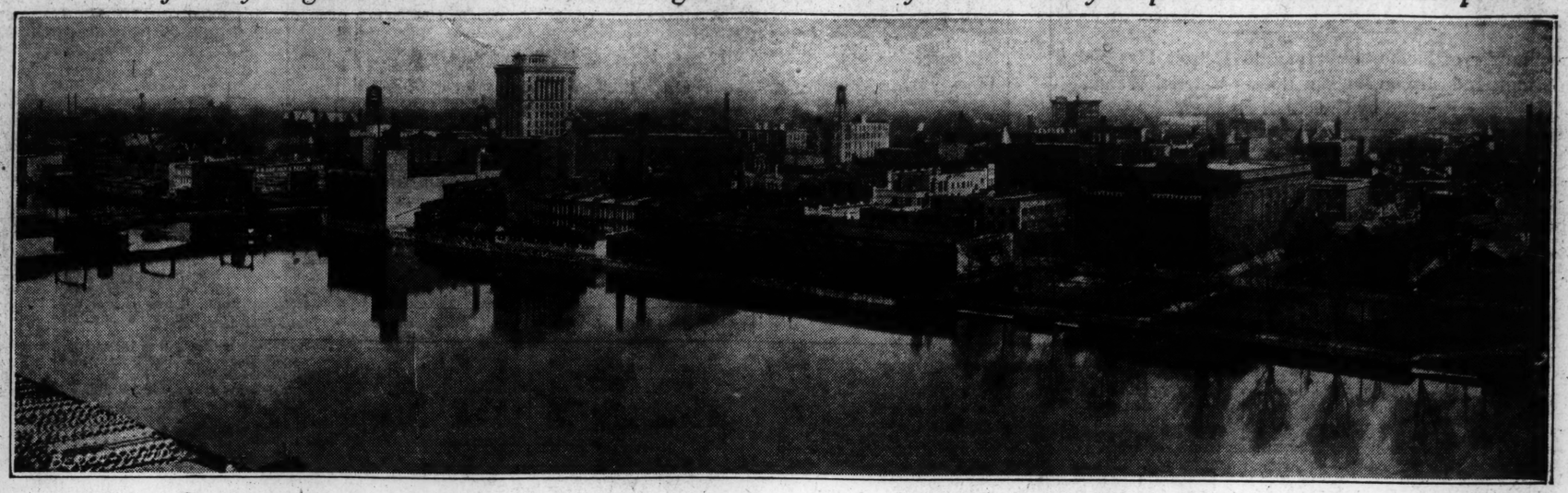


Photo by F. J. Burke

DIVERSIFIED INDUSTRY BASES STEADY GROWTH OF SAGINAW

Main Products Number 124, Ranging From Motorcar Parts to Chemicals, Phonographs, Lubricants and Salt, With Annual Value of $86,000,000

Saginaw, Mich.
Special Correspondence

ONE of those Michigan cities that have developed in the last few years from agricultural and lumbering communities into teeming industrial centers, Saginaw has shared in the development of the Michigan automobile industry and at the same time has built up other lines into a most diversified manufacturing structure.

More than 150 factories, large and small, employ 17,000 people, and turn out 124 main products, ranging all the way from motor trucks and automobile parts to boilers and heavy machinery, from wood products to the finest measuring instruments, from chemicals to cash registers, from salt to plate glass. Wages paid annually amount to $21,000,000 and the value of products amounts to $86,000,000.

The largest single group of enterprises in the industrial field is found in six plants of General Motors Corporation subsidiaries, giving employment at the present time to more than 5000 persons. Some of the most important of the parts used in turning out General Motors products in other Michigan cities come from the big Saginaw parts plants.

Gray iron castings for cylinder blocks and crank cases, malleable parts for scores of automobile uses, steering gears, highly machined crankshafts and heavy plate glass for closed car windows are turned out in these plants. All of these plants are continually undergoing expansion and their working forces are growing rapidly.

Many other products are turned out in Saginaw plants. Lufkin rules are among the most important of them, the Lufkin name being known all over the world where tapes, rules, and every sort of measuring instrument are used.

Steam boilers from Saginaw go all over the world, a recent installation of Wickes vertical water tube boilers having been made in a big power house in the heart of India, while others have gone to many other foreign countries as well as to hundreds of places in the United States.

Band saws made by the Wickes interests here help to cut the pine forests of the south and far west into logs, and special crankshaft lathes the company makes turn out many of the crankshafts used in American automobiles.

Sonora phonographs made in Saginaw are known all over the country, together with the company's radio apparatus, while graphite from Mexican mines is transformed in the plant of the United States Graphite Company in Saginaw into lubricants that find a wide market in the automotive and other industries.

Baking Machinery

One of the largest manufacturers of baking machinery in the world, the Baker Perkins Corporation, has its plant in Saginaw, where are turned out huge bakers' ovens, mixing machines used in many bakeries all over the country for production of dough, cake and cookie baking machines, besides mixers for chemicals and other products.

Corsets are the product of another of Saginaw's principal industries, which turns out corsets that have found their market in hundreds of American cities and are known among the finest products in their line.

Scores of other products are represented in the output of Saginaw plants, including leather, washboards, wooden pulleys, mirrors, American cash registers, lumber products of all sorts, washing machines, marine motors, furniture, silos, matches and many other products.

The city is served by three trunk line railroads, numerous electric and motorbus interurban lines, and steamship service to all important ports on the Great Lakes.

Saginaw has boasted no booms and suffered no slumps, but has shown a steady, substantial growth year after year.

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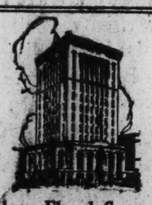
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Michigan Has the Distinction of Being the Orchard to the North Central Part of the United States—Many Kinds of Fruit Flourish



Left to Right—Picking Cherries Near Traverse City; One of World's Largest Cherry Orchards; Benzie County Orchard; Picking Apples in Sheboygan. Lower—Packing Pears.

Climate and Access to Markets Favor Michigan Fruit Growers

Great Lakes Confer Benefits of Long Seasons, Water Transport, and Fruit Consuming Centers—Tree-Ripened Product Reaches Cities Overnight

By GEORGE FRIDAY
President, Michigan State Horticultural Society

Coloma, Mich.

THE large body of fresh water composing the Great Lakes is the backbone of the fruit growing industry of the State of Michigan. With our continual westerly winds, and especially as most of our cold winds are westerly and northwesterly winds, fruits can be grown in Michigan whose natural homes are a much milder climate. The winds blowing across the lakes prevent low temperature in the winter and also many of the spring frosts, which gives Michigan many crops of fruits which are not had by states not so protected. At the same time these lakes have two great industrial centers, Chicago and Detroit, nearly on the south end of each one of the lakes surrounding Michigan. Because of this large population, very close by, the market has been unusually good.

Michigan grows a continuous crop of fruits, starting with strawberries; then the tree fruits starting with cherries, followed by pears, peaches, plums and apples, so that we are growing a very large variety of fruits.

Sour Cherry Crop

Michigan and New York grow more sour cherries than any other two states, producing about equal amounts of this fruit, and Michigan is the second largest state in production of grapes east of the Rocky Mountains. It has also a large production of small fruits.

One advantage that Michigan has, which very few of the horticultural sections of the country enjoy, is that the fruit belt runs north and south so that there is a difference in the ripening period of any one fruit of about two weeks between the north and the south part of the State. In that way Michigan avoids overloading of the market. We also have a variety of soils which adds to the variety of fruits that are grown within the State.

Michigan fruit has been long known as the "fruit with the flavor." Among other reasons for this is nearness to markets. Fruit can be tree-ripened and gotten to the consumer with a much better flavor than fruit shipped from a long distance which has to be picked green. The short-haul also reduces the freight rate. With trucks in use at the present time, there is an unusually large field opening in this direction.

Good Roads Aid Marketing

The State has a wonderful system of hard roads, so that fruit can be trucked over-night to considerable distances and delivered fresh in competition with "home-grown" fruits to at least 10,000,000 people. The system of hard roads and the large amount of water front, both on the Great Lakes and the inland lakes, have given Michigan a wonderful tourist trade. Approximately half of the shore line of the Great Lakes is touched by the boundaries of our State. The large number of tourists consume quantities of fruit while in the country; take many thousands of bushels with them to their homes when they return, and naturally ask for these same fruits from their dealers.

Along with this, there have also been developed blossom festivities up and down the west shore of Michigan, the first of which will probably be held in the Benton Harbor section during the week of May 16 to 23. Thousands of visitors visit these miles and miles of orchards that are flower gardens during the month of May. Any time from the 10th of the month to June 1 you can drive into our State and find miles of blossoms of all varieties of tree fruits.

Fruit growing has not had the trouble that general agriculture had, because of the exportable surplus, and that has been an advantage to the growers, as their prices have been on an average in line with pre-war prices. With the advantages of market and climate, if there is not a wonderful future for fruit growing in Michigan there isn't any future any place in this broad land of ours.

SCOPE OF MICHIGAN FAIR GRADUALLY BEING WIDENED

By JAMES B. HASKINS
Chairman, Committee on Public Donations, Michigan State Fair

Detroit, Mich.

THE Michigan Agricultural Society was organized in 1852, and for years what was known as the Michigan State Fair was operated under its auspices. Ira H. Butterfield, father of Kenyon L. Butterfield, president of the Michigan State College, was for 50 years identified actively with the society, much of that time as a director and for many years as secretary. Mr. Butterfield has seen the State Fair emerge from a small institution into one which was taken over by the State in 1921. In November, 1925, a complete reorganization was effected and the fair is now operated under a board of managers, composed of 12 members appointed by the Governor.

In its early years the State Fair was held in various cities, including Adrian, Kalamazoo, Grand Rapids and for many years at Lansing. Several years ago the State acquired a site on Woodward Avenue, north of Detroit, and this plant is now being rebuilt, many modern buildings being planned.

The next fair will be held Sept. 5 to 11, 1926, and the premium list has been entirely remodeled to permit of much better classifications relating to pure-bred cattle and other live stock and added attention will be paid to the agricultural departments. On opening day, Sunday, Sept. 5, it is planned to give a day of sacred concerts, a religious pageant, and other unusual features. The 1926 policy includes lower admission at the gate, eliminating all petty charges, improvements of grounds, and a decided improvement in program. Amusement features are to undergo a rigid censorship.

SAGINAW VALLEY FINDS WEALTH IN SUGAR BEET AND BEAN CROPS

Farmers Plant 100,000 Acres Annually in Beets to Supply Material for the Large Factories, Which Run Day and Night in Producing Time

Saginaw, Mich.
Special Correspondence

THE broad, fertile plains of central Michigan, left after the lumberman finished his cutting of the pine forests that once made this locality a lumberman's paradise, have been developed in the past half century into a fine farming district. In the Saginaw Valley are produced almost every kind of general farm crops, while two in particular, sugar beets and beans, have attained a conspicuous position in the agricultural world.

Sugar beets are among the leading crops of the Saginaw Valley, and one of the big industries of the valley lies in their production and their transformation into sugar. Eight plants of the Michigan Sugar Company are operated from its general offices in Saginaw and last year sliced nearly 500,000 tons of beets in the process of extracting their sugar content. Besides a plant at Saginaw the company operates plants in Bay City, Caro, Sebewaing, Croswell, Lansing, Owosso and Alma. All of these plants run 24 hours a day during the sugar-making season.

Farmers in the Saginaw Valley have found sugar beets one of the most profitable of their crops and 80,000 to 100,000 acres are annually planted to this crop. Foreign workers are frequently brought in for service during the summer as beet weeders, and much of the agricultural prosperity of this locality is to be credited to the beet crops.

Beans form another important crop of the Saginaw district, which is one of the important bean-growing territories of the United States. To handle this crop the Saginaw Milling Company has built a large elevator devoted exclusively to the handling of beans.

Other crops share with these two the importance of the Saginaw agricultural district. Wheat, corn, and the other grains are grown in large quantities, while cabbage is produced in large amounts and its transformation into sauer kraut is an important industry of the valley. Cucumbers are likewise a prolific crop and the Heins interests maintain a salting station here for the handling of cucumber pickles.

The farmers of Saginaw Valley are in the main a highly prosperous class of men. Many are of German parentage, thrifty, industrious men who have developed their farms to a high point and have been quick to avail themselves of the latest discoveries in scientific agriculture. Fine buildings and the most modern farm equipment are the rule on the farms of the valley.

Prosperity of the farmers is clearly indicated by large and prosperous banks throughout the farming territory and the city of Saginaw as well, which have many millions of dollars of farmers' money on deposit.

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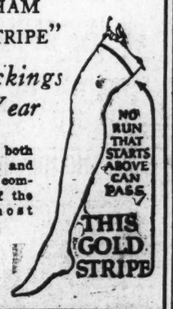
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Enjoy for a few hours the historical spots in this vicinity made famous in the early days by the Sauks and Chippewas and by De Tocqueville and the early French settlers.
Observe the marvelous transformation that has taken place here, from a lumber camp noted for its "tall whispering pines" to a modern agricultural and industrial center.
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May 14, 1926 at Saginaw, Michigan

SCENIC BEAUTY DRAWS CAMPERS

Michigan's Resort Centers and Lakes Objective of Tourists

Grand Rapids, Mich.

TENS of thousands of happy tourists and resorters turn expectant faces each year toward Michigan. As one journeys north in this western part of the State, the character changes from the gayety of the southern Michigan resort centers to a wild country bordering close upon the bountiful orchards of the lake-protected fruit belt.

Close to the "big lake" (Lake Michigan) and often connected with it by channels, are numerous small lakes offering the splendid outing advantages so peculiar to many Michigan resorts — Lake Michigan breezes combined with sheltered inland lake pleasures.

Twenty or 30 miles inland from Lake Michigan is the famous wildwood region of Newaygo and Lake Counties. Thousands and thousands of acres of wooded wilderness, hiding hundreds of isolated lakes and criss-crossed by such streams as the Muskegon, the White, the Pere Marquette and the Big and Little Manistee Rivers, Baldwin Creek and their tributaries.

Here Are Happy Solitudes

Here are happy solitudes where nature-loving tourists may "rough it" to their hearts' content. Recreational camps and clubs, both private and public, are scattered throughout the wilds, some on woodsy lakes, some on purling streams.

Unique in the wilderness is the Jungle Garden at Bitely, a natural botanical garden and arboretum, 40 acres in extent, where are being collected and developed all the valuable wild flowers, plants and trees of Michigan. Unique, too, in this typical fishing, hunting and "roughing" country is the nine-hole golf course at Bitely, surrounded by three streams and bordered by two lakes.

The Grand Traverse section—quite far north—is the land of waters, broad bays, silvery lakes, connecting rivers, sparkling streams, of peninsulas, islands and wave-washed points.

Scenic views of rich diversity, uncut forests, towering hills, wild coasts, orchards of cherry, peach and apple, and lakes and lakes of clearest water. No other section of Michigan, and possibly no other spot in the world, has so many miles of shore lines within a total area. Glance at the map and you will be impressed by this outstanding fact. Excellent automobile roads connect the various parts of this region, affording rides plenteous in beauty.

Outing Country de Luxe

Outing country de luxe can be enjoyed in the section surrounding Petoskey, Boyne City and Pine Lake and the lakes of the Inland Route, Harbor Springs and Little Traverse Bay, Mackinac Island and the historic straits that join Lake Michigan to Lake Huron.

This land, first to exert its attractiveness upon the wealthy and the well-to-do of the older days when resorting was a joy known only to a favored few, has gained rapidly in popularity with the development of the automobile which has added to the special charms of Petoskey, Harbor Springs, Cross Village, Burt Lake and Walloon Lake.

Mackinac Island, however, is one spot in Michigan not invaded by the automobile. As in the olden days, it is reached by boat, and as in the olden days the rides to Arch Rock, the old Fort, and many other beauty spots are taken on horseback and in horse-drawn "hacks."

Diversity of Recreation

Boating, bathing, motoring, golfing, horseback riding, and all the dozens of diversions and sports known to the best of regions in all lands—all these are found in their attractiveness in this northwestern Michigan resort region. And nature in the wild is still found there, as is proved on the Inland Route boat trip through twisting forest waterways, along the string of large lakes that extend from near Little Traverse Bay to Lake Huron at Cheboygan.

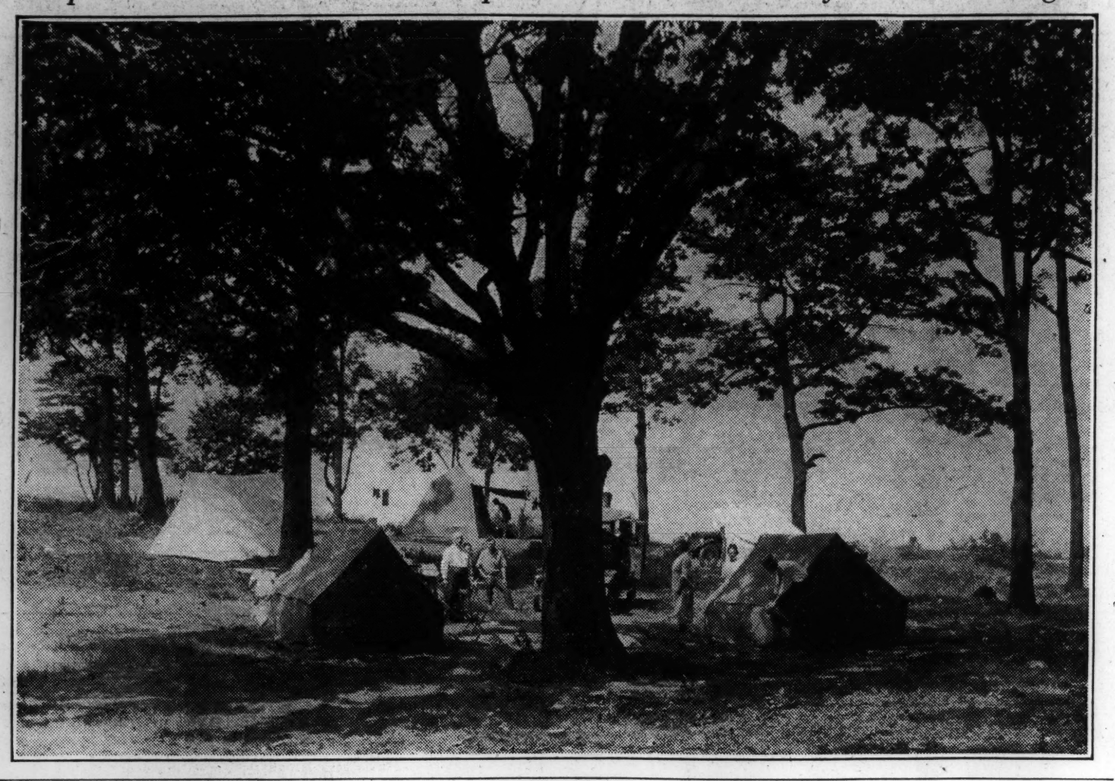
Then there is that "wonderland" in northern central Michigan. This section stretches from Cadillac on the southwest to Grayling on the northeast. It embraces miles of forests—some of it second growth and some of it virgin timber.

Houghton and Higgins Lakes, the headwaters of the Muskegon River, one of the finest canoeing streams in the State, are among the largest inland lakes in Michigan. Adjoining them are state forest reserves, while to the north is Portage Lake and the State military park.

Rich in Indian Lore

This region is rich in Indian lore. There, before history began, the Ottawas, Chippewas and Potawatomies gathered for their councils and their ceremonies. Perhaps they were drawn as are the summer visitors of today, by the primitive charms of the region—charms that still endure in much of their original wild state.

Camp Sites Such as This at St. Joseph Are to Be Found Everywhere in Michigan



Links in State's Hospitality Formed by Famous Hostelries

It's a Far Cry From Time Indian Trader in Log Dwelling Had Chief Pontiac as Guest to Commanding Structures of Today

By JOHN A. ANDERSON
President, Michigan Hotel Association

Port Huron, Mich.

MORE than 150 years ago, Mlle. Angelique, daughter of Antoine Cuillerier de Beaubien, Indian trader, in their rude log dwelling in the then fortified frontier village of Detroit, served a savory supper of venison pottage to Capt. Donald Campbell, later commandant at Fort Pontchartrain, and his guest, Chief Pontiac, head of the Indian nations of the lake region.

After paying for the meal and lodging and taking leave of his guest, Captain Campbell ascended a rude ladder to the loft where he slept well. In so far as history records, this was the first "hotel service" in Michigan—then a part of the great timberlands of the spreading northwest.

It is a far cry from that primitive domicile under the shadow of the low-constructed stockade, ambitiously called a fort, to the numerous noted hostelries of the present day. They form the "Lake-to-Lake Chain of Hospitality" that daily receives its throngs of guests.

Michigan's riches of minerals, timber and, in these later years, of agriculture are supplemented by climatic excellence which has affected the entire trend of hotel design and service.

The presence in Michigan of vast numbers of summer visitors, drawn away to the lakesides from metropolitan homes and avenues, has made it imperative that hotels be located with a view to commercial conveniences and yet provide for those who seek a moment in adjacent open reaches.

Spacious lobbies, extraordinarily broad corridors and soft floor coverings, with here and there numerous little surprise spaces, "nooky" and inviting, provide the Michigan hotel guest with a sense of comfortable seclusion in the presence of many who pass and repass.

Michigan offers widest possible latitude in hotel selection. There are the great structures of steel and granite in which may be in progress at the same moment, each unknown to the other, a fashionable ball, a national convention, a famous orchestra catering to the taste of many diners, or a prima donna radiocasting to a national audience.

Should the traveler prefer he may take up his domicile in a spacious "lodge" beside a limpid lake on which white sails spread, "ye olde house of plenty" built of rugged stone and rustic logs. Michigan's summer hotels are unsurpassed.

Henry Ford is adding pre-eminently to Michigan hotel attractions by his purchase and complete restoration of "Botsford Inn" near Detroit, built in 1835, the year that Michigan became a State.

CHURCH OF MANY FAITHS

EAST LANSING, Mich. — The People's Church, the only church in East Lansing, which is supported by 25 different denominations, will be dedicated May 16. This edifice will be the center of the religious life of the students at the Michigan State College. It faces the college campus. The main auditorium has seats for about 1500 people. The large kitchen was furnished by the women of the town. Another feature is a Boy Scouts' room, which will be used as a gymnasium.

MOTOR CAMPERS AWAITING TOURS

Transcontinental Mark Will Be Set This Year—Philadelphia to Pacific

Battle Creek, Mich.

BETWEEN two democratic monuments of fieldstones on a Lenawee County farm, the dawnlight of a July day will see a complete rubber-tired home moving out at the head of the eighth caravan led by James B. Brown of Battle Creek on motor-camping journeys which have become famous as the Michigan Automobile Tours.

This year the tour becomes transcontinental. Scarcely will those who start July 19 have returned from their visit to the Sesquicentennial Exposition in Philadelphia before a ninth tour, with many of the same cars, will follow the leader in his first Pacific coast caravan.

Grangers are prominent in the tour parties of farm and city families, and those fieldstone monuments are on the farm of the late George B. Horton, who was master of the National Grange. The grange indorses and the United States Department of Agriculture recognizes the educational value of the tours and sends experts to accompany the tourists.

The monuments, in memory of Mr. Horton, contain 604 individual stones sent by granges and other organizations throughout the Nation and by individuals, including President Coolidge and his father.

The first day's driving toward Philadelphia will take the tourists to Akron, O., and successive days will take them to eastern Pennsylvania and down a scenic route, closely following the Susquehanna, avoiding mountain grades, yet flanked by mountain scenery. Five days will be spent at Philadelphia—in camp. The return will be through the Alleghenies, over the Lincoln Way and the National Old Trails Highway.

The western tour will start from Battle Creek Aug. 3, limited to 100 cars. Registrations have been received from Canada and the United States. More than 60 chambers of commerce in as many cities along the route will be represented.

Average daily jaunts of 125 miles will take the tourists to Chicago, St. Paul and through South Dakota, Montana and Wyoming to Yellowstone National Park, through which the party will roam Aug. 16-21.

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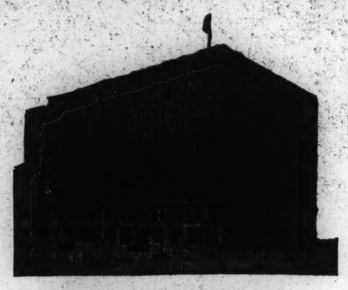
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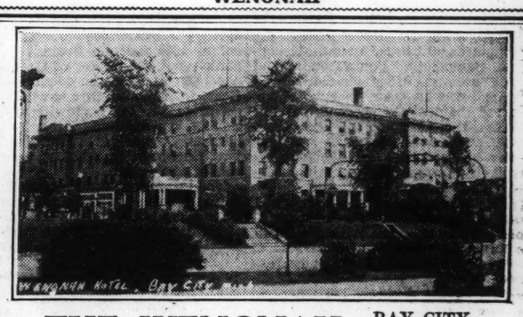
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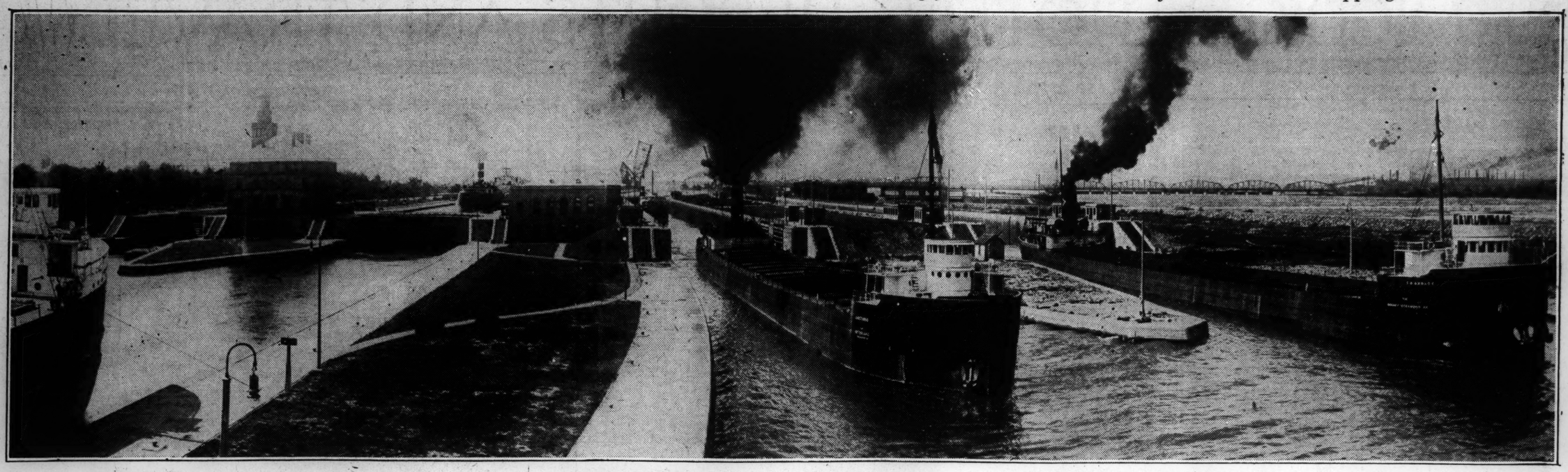
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History of Michigan Indians Covers Wide Range of Study

Iroquois Confederacy Formed of Many Tribes—Indians Active in Fur Trade With French Settlers

By EMERSON F. GREENMAN
Assistant in Anthropology, University of Michigan Museum

Ann Arbor, Mich.

MICHIGAN is made up of two peninsulas which jut out into the greatest chain of lakes in the world, of whose magnitude and primeval grandeur the first explorers brought back vivid accounts to the people of the Old World. These six fresh-water seas acted as barriers in the movements and migrations of the Indians which resulted in the distribution of the various tribes at the time the first white men came into the region. They found the two peninsulas occupied by various divisions of the Algonkin linguistic family, the Chippewas, Ottawas, Miami, Mascoutins, Sauks, and Potawatomie, and there were traditions of other Algonkin tribes who seem to have disappeared before the coming of the whites, the Assegun, or "Bone Indians," and the Mishinimaki, who had their headquarters on Machinac Island, from whom the name is probably derived.

This Algonkin stock occupied a more extended area than any other in North America, and in the midst of their vast territory was an island of Iroquois Indians in what is now New York State, speaking a different language, having different customs, and being different in appearance. Sometime before the arrival of the early French explorers the Iroquois had formed a confederacy of Iroquois-speaking tribes, and about 1620 they set out upon a war of extermination against their enemies, some of whom, the Hurons and the Eries, had been theretofore members of the confederacy. Remnants of the Huron tribe fled to lower Canada, later reaching Mackinac Island and the present site of St. Ignace, and even there they were not safe from the Iroquois. After wandering back and forth over the lower peninsula in the attempt to evade their enemy, they finally settled near Detroit, where they became know in later times as the Wyandottes, from "Wendat," by which term they called themselves.

Notwithstanding the warlike Iroquois, who obstructed the advance of the French because in the fur trade from the back country to the English and Dutch on the coast they occupied he position of middle men, Champlain established himself firmly at Quebec about the year 1604, and sometime before 1629 Etienne Brule, the companion and interpreter of Champlain, had been far into the country of the Great Lakes and returned with a nugget of copper and a glowing description of the country. Historians are generally agreed that Brule was the first European to set foot upon the soil of Michigan.

The interest of the French, in competing for the fur trade, fell with the Hurons and Algonkins, the enemies of the Iroquois, and in the years following the discovery of the strait of Mackinaw by Jean Nicollet in 1634, French missionaries, soldiers and coureurs du bois, or "runners of the wood," came into the country of the Great Lakes. The coureurs du bois were adventurous men, often half-breeds, sent out from Quebec in canoes laden with rum, firearms and trinkets which they traded to the Indians for furs. The Indians whom the early missionaries and traders described for us belonged to the same tribes found in the central portions of the lower peninsula by the agricultural settlers in the years following 1825.

There were tribal differences in dress, whereby the Indians could distinguish one another. W. B. Hinsdale in his book, "Primitive Man in Michigan," says: "In the ordinary fanciful pictures of Indians they are bedecked with feathers. There seems to have been a kind of code about the kind, number, and manner of wearing eagle, hawk, owl, goose, duck, and turkey feathers. They were to designate rank and prowess, when worn in certain ways."

The Indians were much annoyed by the beards of the Frenchmen, and it is related by one of the missionaries that, "Sometime ago a savage, looking into a Frenchman's face with most extraordinary attention and in profound silence, suddenly exclaimed, after considering him a long time, 'Oh, the bearded man! How ugly he is!'"

The Indians made clothing out of skins, vessels for the preparation of food out of clay strengthened by ground up shells, and for tools and utensils they used stone, bone, shell, wood, and copper, small lumps of which they pounded into shape. With the coming of the whites, however, they soon acquired the use of iron. As late as 1840, Indians around Saginaw were using bow and arrow, with arrowpoints made of "strap iron," which they obtained from old barrels in the white settlements. Before they had been taught how to build log cabins, the Indians of both peninsulas of Michigan lived in low, oval huts made of poles and bark. They were also expert basket-makers, and many of the present Indians of the State make beautiful and serviceable baskets out of basswood and black-ash bar which they sell to the tourists.

It has been estimated that at the time of the discovery of the New World there were no more than 2,000,000 Indians in the area of the United States, and the aboriginal population of Michigan was probably never greater than 16,000, an aggregate of about the size of one of our smaller cities today. Their dependence upon crude methods of agriculture and the animals of the forest precluded the development of any such great centers of population as were found in Mexico and Central America among the highly civilized Aztecs and Mayas.

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Special Correspondence

SAULT STE. MARIE, popularly known as "the Soo," and famous because of the ship canal and locks which link Lakes Superior and Huron, is interesting historically, economically, and because of the scenic beauty of its setting and surroundings.

This spot was first visited by a white man in 1622, when Etienne Brule, French pioneer and interpreter for Champlain, came to Bowating, as the Indians knew the village by the rapids, on a fur-trading mission. He named it Saut de Gaston. Later it was named Saut de Tracy in honor of Marquis de Tracy, then governor of New France.

Bowating, the Indian village, was important because of its strategic location on the rapids of the river now known as the St. Marys, a stream of renown among the Indians because of its great run of whitefish.

The St. Marys River and the Sault are inseparably joined down through the years. First the Indian and the whitefish, then the white man and furs en route to Montreal and thence to Europe—a chapter might be devoted to the Sault in its associations with the Astor and Hudson's Bay Companies — later the discovery of iron ore and copper on Lake Superior, and the construction of the locks, which removed the barrier between Lake Superior and the lower lakes.

To quote from a recent book, "Sault Ste. Marie and Its Great Water-way," by the late Senator Otto Fowle: "The present importance of the water-way is but little appreciated or understood by more than the few in close touch with the traffic. In 1916 the tonnage carried on this water-way was double what it had been in 1905, which was in turn double what it had been in 1898. Going back a little further, the traffic increased tenfold in 25 years.

"Compared with other water-ways the weight tonnage of the St. Marys River is approximately four times that of the Suez Canal, six times that of the Panama Canal, and 14 times that of the Manchester Canal.

"It equals the foreign commerce of the principal American ports of the Atlantic, Pacific and the Gulf combined, and exceeds the domestic commerce of 40 of the most important inland water-ways of the United States other than the Great Lakes."

Including the Canadian lock opened in 1905, there are five locks at the Sault, the two largest one being 1350 feet long between inside gates, 80 feet wide and having a depth of 24½ feet. They are said here to be the longest, if not the largest, locks in the world.

Sault Ste. Marie, Mich., is now a thriving city of about 14,000 people, with two hydroelectric plants generating 50,000 horsepower from the harnessed rapids. It has well-paved and finely lighted streets, a modern school system, good homes and some prosperous industries, and it is well equipped with churches. Two country clubs, one just below the Canadian Sault on the north side of the St. Marys and one in Sault, Mich., supply a modern touch to the historic scene. Tourists by the thousand flock thither in summer, most by automobile over fine highways from the west, south and east, but many coming also by lake steamer via the St. Marys and by train.

The river is one of the beauty spots of America. In recent years millions have been spent on widening and deepening the channel for the huge freight and passenger vessels now plying the lakes, but the winding, old historic channel is still there and often used by smaller craft.

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Kalamazoo, Mich.
Special Correspondence

Chief in Kalamazoo in volume of business and in number of men and women employed is the making of paper. As many persons are engaged here in this field as are working in all other industries combined in Kalamazoo, it is stated by local statistical authorities. The number of employees of the ten large paper mills and ten factories where paper specialties are manufactured is given as 6300. The output of these plants is 1800 tons a day.

One noteworthy institution is a vegetable parchment company, established in 1909 with half a dozen workers, with the object of giving manufacturers and consumers of foodstuffs a protecting wrapper. This company now has capital of $7,000,000 and 800 employees.

Transportation as Aid

Kalamazoo has long been recognized as a leading center of the paper industry. Situated midway between Chicago and Detroit, in the center of a vast level territory with the fertile fruit belt of southwestern Michigan stretching far away to the west, Kalamazoo's geographical position is of definite value in promoting its industries. Transportation has been developed to a considerable extent, that Kalamazoo may better serve the great adjacent markets.

Of Kalamazoo's 65,000 population, 83 per cent are reported as native born and 54 per cent home owners by local authorities.

Other Industries

Various other industries are located here that send out their products to a broad market. There is a stove and furnace company employing 500 persons, and a company making gas water heaters. A concern making loose-leaf binders for keeping records employs 350 men and women, and an equal number is engaged in making electric fans for comfort and for speeding of drying.

There is a malleable iron works with 250 employees, and a transmission company with 175 workers. Musical instruments are manufactured here. Automobile bodies and numerous metal products, stucco, windmills and many other products are produced in Kalamazoo. There is a tank company with 300 employees.

The city is growing. New industries are entering. The value of building permits issued in 1925 was $2,063,020, as compared with $1,611,955 the previous year.

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THE HOME FORUM

"Sprightly Runnings"

JOHN FORSTER, in his life of Charles Dickens, speaks somewhere of the "first sprightly runnings" of the author's genius. The subject opens up an interesting field of speculation. How, when, and under what conditions did the great man—any great man—first show signs of the mastery that was to be his? Who steered his wandering feet through the vast unbottomed abyss of apprentice-writing until they found peace and safety upon the "farther isle"? What circumstances led him to brave the rough waters of authorship, and use as a crutch that which, as De Quincey tells us, is much better employed as a stick? The topic leads to conclusions as mixed as the metaphors in this paragraph; but in one or two cases there are some rather plain hints which the curious may later collate and arrange.

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Pope, we know (he says so himself), "lisped in numbers" when yet quite unbroken to the ways of the world. Stevenson dreamed in his crib that he heard "the noise of pens writing"—a fact which his fond mother duly recorded in her diary. Tennyson wrote an epic poem at twelve, for which he was praised by his brother and received a pessimistic half-sovereign from his grandfather. "That," said the grim old gentleman, "is the first money, my boy, you have ever received for poetry; and take my word for it, it will be the last." Browning, on the other hand, was definitely shaped by his father for a poetic career, and trained himself deliberately to this end. What would one give to know the thoughts of the boy Shakespeare as he tramped the green fields by Avon side, or of young Chaucer wandering in the spring meadows outside London town.

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The list might be indefinitely extended. There are two authors, however, whose future is distinctly predicable from their early work—Dickens and Kipling. In some ways the two are strangely alike. Both had the journalistic flair. Both showed an instinct for character and situation. Both sprang into fame in their youth. Each, too, had his enemies. Arnold of Rugby (no less!) found in "Pickwick" and "Nickleby" an unsettling influence upon the boys of the time; Aldrich, wrapped in his cloak of fastidious taste, saw in Kipling only something rough, brutal, and altogether to be deplored. Both men, finally, have falsified all hostile criticism and entered into praise. The earliest work of each when he was finding himself offers much of interest to the reader.

Dickens began, in a tentative way, with "Sketches by Boz." He has told us about his first published story—how it was dropped "in a dark letter-box, up a dark court," and how when he saw it at last in all the glory of print he had to turn into Westminster Hall because his eyes were dim with tears. The tale may be read in the Sketches as "Mr. Minns and his Cousin," and shows not a little of his own peculiar gift of humorous good-nature. The little volume of Sketches is capital reading today. They comprise, says the author, in a later preface, "my first attempts at authorship—with the exception of certain tragedies achieved at the age of eight or ten, and represented with great applause to overflowing nurseries." The titles pique our curiosity, among them: The Streets, Night, Morning, Early Coaches (a remarkable piece of genre painting), Making a Night of It. The most cursory examination will show here the novelist in embryo; they are all based on first-hand knowledge, all brilliantly written. The wonder is that Dickens hesitated even for a moment as to his vocation. But hesitate he did. Always keenly interested in the stage, he actually made an appointment to meet a famous actor-manager with the definite purpose of becoming an actor. The interview, however, did not take place; and "The Posthumous Papers of the Pickwick Club" soon took London by storm.

Kipling plunged into journalism immediately upon his arrival in India after the English schooling described in "Stalky and Co." Lahore was the place of his first sojourn; the Pioneer the paper in which his career first opened out before him. Looking back now over a space of time proper for the correct perspective, we see a great deal to admire in the work of this young newspaper man. His first book, as he records in a delightful thumbnail sketch, was "a lean oblong docket, wire-stitched, printed on one side only, bound in brown paper, and secured with red tape." But the most interesting part of this early work is contained in the volume or two of newspaper correspondence which he afterward issued as "Letters of Marque" and "From Sea to Sea." The articles run over a good deal of India, and take us from Lahore to Burma, Japan, San Francisco and across the continent. They are triumphantly journalistic in tone; but they show amazing power and promise. There are vivid bits of description, etchings of persons and places, that could have been done only by the Kipling we know. You may call these letters smart, flippant—what you will; but a study of their style and method shows the keen intellect of the young writer working out its own salvation along the road that was later to give us "Soldiers Three," "They," and "The Brushwood Boy." Perhaps the best thing in the collection is the astonishing picture of Calcutta—"The City of Dreadful Nights." How many beginners of our own day can combine the clean sure touch that betrays the journalist with a literary flavor that very often does not?

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Forster's phrase was well chosen. The books we have glanced at are just that—"first sprightly runnings." The men are young; human life has not yet revealed to them much of its meaning; a fine optimism breathes in every line. It is the best of all possible worlds with them; they turn gaily from the shadowed area into the light. They are careless what the next day is to bring, careful only to do vividly and well that which is given them to do; to "paint the thing as they see it for the God of things as they are." A. B. de M.

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'Au Revoir

Written for The Christian Science Monitor

Ah, little Spring! fair child of promises,
And all a tiptoe with expectancy;
Wide-eyed and shy; eager yet fugitive;
Your treasures hidden now, now flung afar
With careless hand, for all the plodding world
To pass unheeding—or appropriate;
Must you grow up?

What stately measured pace of dignity,
What ordered beauty of a high-born dame,
What careful dispensation of the wealth
Of well-tilled field and forest, hill and dale,
Can compensate us for your dancing feet,
Your tumbled hair, your largess, little Spring,
If you grow up?

How should we fare who nevermore beheld
Through falling snow the swift and azure wing
Of bluebird flock—your herald from afar?
Or tender buds that crowd the barren bough
When your step, little Spring, falls like the dove
Of peace upon the sorely harassed land?
Do not grow up!

Well! if you must, Imperial Summer knocks
Upon the outer gate, nor brooks delay.
Go, and farewell! Yet change not, nor repent
Of your sweet youth. And when the icy hand
Of Winter holds again, do you return,
Sweet child of Faith and Hope, and break his spell.
So—au revoir!

C. G. Rowley.

Canton and Its Pagodas

IN DAYS when all of China was reasonably secure for tourists, Canton was much sought. Its appeal was about evenly divided between the narrow, colorful streets and their innumerable shops where one sees in the making the art objects of jade and ivory and amber and rare woods which are treasured in the markets of the world, and the pagodas of every age and every design. This vast place on the Pearl River is a city of strange and mysterious atmosphere, of seething population, and of extremes of poverty and riches. Its millions have never been more than guessed at, for in their ways of existence, their hovels and their river habitations, they are beyond the reach of the census-taker and the compiler of statistics. There is no other place in all the world quite like it.

Canton today is closed to all except the rather venturesome, but from that very fact its fascination is the greater. The shops are still there, but without shoppers. Economically, therefore, they are a revelation to the European who does make his way into the narrow streets where, without a guide, he would soon become entangled. But the quest is well rewarded, for ivory and jade and amber trifles of exquisite beauty are to be had for a dollar or two in gold. Only a few may be purchased, or difficulties will most certainly develop on departure from Canton, and quite as certainly upon re-entry into the United States or Europe. But the impressions can never be lost. They will be of the Aladdin's Cave which the treasures of those wonder streets suggest; and of the ages-old atmosphere of mystery and fantasy that surrounds the pagoda-temples of Buddhism, of which that of Luk Yung is perhaps the best preserved and most artistically designed example.

One is fortunate to see this pagoda at close range just now, and more fortunate still to secure an effective picture of it. "Unbelievers'" curiosity in this regard has never been regarded with such enthusiasm in China; and if, perchance, the visitor gets inside the temple grounds in Canton today, the looks with which he will be greeted will be something quite apart from the usual Chinese courtesy and friendliness. Nor is this at all illogical from the Oriental viewpoint. These are sacred spots to the Chinese, and this particular pagoda is especially sacred. It is clear that the European does not come to pay homage, therefore he must come from idle curiosity. That is patent enough to the least intelligent of the Chinese who are there kneeling before the innumerable bronze deities. However, there are not absent a few who seek "kushma" even here, and are willing for a few cents to guide the visitor about. It is worth while. Apart from the temple itself, under which are many shrines, with strange bronze figures, the extensive grounds full of little duck ponds and bits of garden and tea-houses and small temples, are the prettiest in Canton. "Pretty" is the word, for it best expresses the daintiness ofthe gardens and the fragile architecture of their buildings. The temple itself is massively constructed of wood and masonry, and stands two hundred feet or more in height. It is very old, although in just what century it was built and by whom is not clear. There is reason to believe, however, that it dates from the Fifth Century A. D.

Natty Bumppo's Valley

In a secluded valley, scarcely perceptible from the highway far above its forest-clad depths, a little waterfall, early in December, stays its restless action and slips quietly into its mantle of ice. Soft, downy snowflakes cover it over until it looks like the ermine cloak of a fabled ice king. Nor is the imagination overly taxed to discover the long white beard and flowing hair crowned with a diadem of glittering ice jewels. The Old Man of the Mountain might be there, cold and placid; or even Saint Nicholas, entrapped in the meshes of these once laughing waters and held spellbound to the rocks and crags till late spring should release them.

Freed from its icy encasement by the warm April suns, the little stream tumbles noisily down through the secluded valley, growing narrower and narrower until it reaches a ravine, and from thence onward it rushes over this rock and encircles that one, pouring beneath an old stone bridge in its course. Then it caracoles through green meadows fringed with lingering snowdrifts, and at last, after plunging through a clump of slim and silver birches, it dips beneath the ice of the still frozen lake, confident and gay despite its chill reception. To the unaccustomed visitor to this spot there would seem to be no preparation made for the home-coming of the stream. As far as the eye can reach the snow-mantled ice stretches. It reaches up to meet the bulging roots of the great trees which march in irregular files up the mountain sides, closing in this old haunt of Natty Bumppo.

But to the dwellers on its banks and to the wise little streams, the ominous groanings and creakings of the ice, heard days, sometimes weeks before the release of the lake from its winter mantle, are auspicious omens. For the streams, drinking in the warmth of the April sunshine on their way through the meadows, and the soft spring winds are all doing their part.

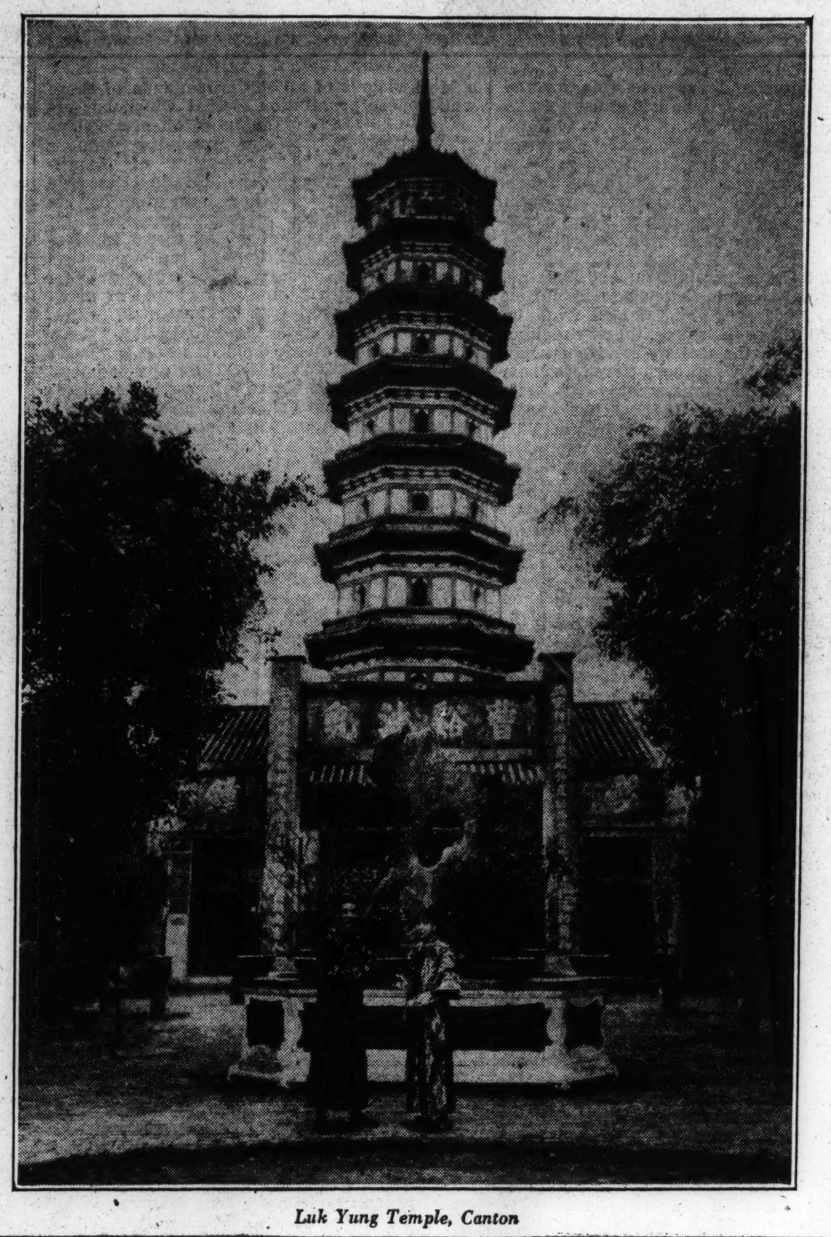
Then, one morning, with the air warm and balmy, the dwellers on the shore of the lake awaken to find before them that glad Smile of water, dancing and frolicking in the sunshine, throwing back and forth rainbow-tinted dimples of color. Not a shred of its winter mantle is to be seen anywhere; it has sunk to the bottom, vanquished by the ever victorious spring. The trees seem to laugh themselves into leaves; the old pines look greener already; the young foliage of the birch and the poplar dances in echoing brightness, the sleek white bark of the birches vying with the silver lining of the poplar leaves. Indeed, in that little remote mountain spot, the trees and the flowers seem to wait each year, courteously and politely, for the lake to don its summer dress before they come out fully in their spring attire.

Courage

Into a brown wood flew a brown bird
In the winter time:
The sky was dark with snow unfallen,
The leaves were bent with rime.

Once north he flew, once south he flew,
He perched in a naked tree.
He looked into the dreary dusk
And whistled merrily.

—William Alexander Percy, in Contemporary Verse.



Luk Yung Temple, Canton

Petunia

Written for The Christian Science Monitor

You are altogether lovely, Petunia.
Patrician and splendid, simple and fair;
There's starry soft dew belongs you to wear,
Palpitant dew, weighting each utter corner.

Have you dawn to drip sheerest rose on your striping;
Is it purity whitens your samite glow;
Is it candor that turns your edges so
That the veriest heart of you comes showing,
That the veriest breath of you comes swiftly
Into my breath, and that quiets my heart
With you in a delicate place apart,—
With dusk and moth,—you, earth-draughting softly,—

Oh this is your message to me, Petunia:
"From the inner out, and adorn your small corner."

Martha Webster Merriehew.

Wild Nature in Borneo

How instinct with vitality is the atmosphere of this equatorial isle! It is almost overpowering. See that box. It was thrown out just two weeks ago, and already it is decorated with fungus shelves of orange and brick red. The Honolulu vine, last month a tiny thread of pale green, is today flaunting its pearls of pink and cream at the top of the arbor. Only in private yards or compounds are trees protected from fungus growths of vine or orchid. The vines have climbed the bamboo along the road and thrown themselves around the electric wires. The mandore and his coolies must come along soon or the poles will be pulled over.

Nor is it plants alone that thrive so richly. Ants and spiders of many kinds throng the stems and leaves. Moths and butterflies silently dart in and out of the shadows. Large and small snakes glide through the jungle growth, and birds and monkeys sing and chatter from their safe and lofty boughs.

It is truly an extravaganza of activity. Brave indeed is the man who wrests from the jungle enough open space for his rice and his garden; who protects his house and family and his chickens and his bullock from this rampant, encroaching jungle.

It rains. So easily it rains. Gentle showers now and again throughout the day. And then, while one begins to write of the gentle ways in which it rains—behold, the torrents come. The heavens storm the isle with such fierce cleansing streams that the wonder is the isle is not washed quite away into the China Sea. And then the waters stop. Just the noise of jungle cataracts and near-by dripping of the eaves. What, again! The gentle rain again.

A group of palms before a sunset sky! What grace and dignity. A silhouette so thrilling, so clean-cut, remains among one's great emotional experiences rather than among remembered pictures. Straight and unafraid the trunks have grown far above the sordid shadows of the village and triumphantly they rejoice with their lovely gift of nuts and leaves in the clearer air and loftier height. All unconscious, and yet commanding the attention and admiration of each beholder.

Goddelijke Wil tegenover Menschelijke Wil

Vertaling in het Nederlandsch van het op deze bladzijde voorkomend artikel over Christian Science

EEN krachtigen wil te bezitten wordt gewoonlijk als een teeken van superioriteit beschouwd. Den "wil iets te volbrengen" is men gaan toejuichen als een noodzakelijke factor tot slagen, zonder welken niets verdienstelijks kan worden verricht. Dit verheffen van den menschelijken wil is tegenwoordig bijzonder in zwang, en allerlei systemen en manieren worden aangeprezen, waarvan beweerd wordt, dat zij den wil sterker kunnen maken. Vaak heeft dit gebruiken van den menschelijken wil ten doel heerschappij over of invloed op anderen uit te oefenen om persoonlijk voordeel te behalen, met voorbijzien van eens anders welzijn.

Systemen om iemand "een goed verkooper" te maken, zooals dat genoemd wordt, berusten op de veronderstelling, dat men, door deze te bestudeeren en te gebruiken, voor eigen voordeel iemand zijn wil opleggen, en tot op zekere hoogte invloed op hem verkrijgen kan. Velen zullen hierin een terugkeer zien tot de methoden van hypnotisme en mesmerisme, die onder verschillende namen en in verscheidenheid van vorm, van tijd tot tijd de algemeene aandacht vroegen. Al mogen degenen, die deze methodes aanprijzen en gebruiken geheel onschuldig zijn aan eenig voornemen om verkeerd te doen, toch is het duidelijk voor ieder, die ze begrijpt, dat er groot kwaad in schuilt.

Christian Science openbaart het verkeerde van hypnotisme en mesmerisme en toont aan, dat het gebruik van den menschelijken wil niet anders is dan een vorm van het kwaad, daar het Gods wil, die het heelal en alle juiste activiteit beheerscht, zou verdringen. Over dit onderwerp schrijvend, zegt Mrs. Eddy op blz. 490 van Science and Health with Key to the Scriptures: "De menschelijke wil is eene dierlijke neiging en niet eene eigenschap van de Ziel. Daarom kan hij den mensch niet juist besturen", en zij vervolgt: "Blind, koppig en roekeloos als hij is, werkt de wil samen met begeerte en lust. Uit deze samenwerking ontstaat het kwaad ervan. Daaruit komt tevens zijne onmacht voort, daar alle macht aan God, het goede, behoort." Te erkennen, dat God, *Mind*, de eenige macht is en dat dientengevolge het kwaad in welken vorm ook geen macht heeft, is het volmaakte tegengif tegen schijnbare menschelijke wilskracht. Doch indien iemand nalaat dit te erkennen, of verzuimt zijne kennis hiervan aan te wenden, heeft hij kans in zekere mate onder den invloed te geraken van een listig mensch.

Daar iemands persoonlijke wil en wenschen vaak zoo belangrijk en zulk een groot deel van de menschelijke ervaring schijnen, lijkt de gedachte onzen wil ootmoedig aan den goddelijken over te geven aanvankelijk misschien eene ongewenschte ondervinding. Doch telkens weer is ons eene inspiratie het voorbeeld van Christus Jezus, die de vervulling van zijne zending vond in volmaakte overgave aan den wil Gods. Het "Niet mijn wil, maar de Uwe geschiede", woorden, geboren uit de zielesmart van zijne grootste beproeving—is een veilige gids voor allen, die wenschen te treden in 's Meesters voetstappen, voor allen, die hem aanvaarden als Verlosser en Wegbereider. Zijne gedachte was zoo vervuld van het verlangen de heerschappij van het goddelijke te bevestigen, dat wij in de opperste aller smeekbeden, het Onze Vader, deze voortreffelijke woorden vinden: "Uw wil geschiede, gelijk in den hemel, alzoo ook op de aarde",—woorden, die Mrs. Eddy wetenschappelijk aldus vertolkt: (Science and Health, blz. 17) "Leer ons te weten, dat God—gelijk in den hemel alzoo ook op de aarde—, almachtig, oppermachtig is".

Als God almachtig, de al-macht, is, waar blijft dan eene andere schijnbare macht—de zoogenaamde macht van den menschelijken wil, waaraan zooveel van 's menschen welslagen wordt toegeschreven? Het is duidelijk, dat er geen tegengestelde kan zijn van de goddelijke al-macht; dientengevolge, is de menschelijke wil niet alleen blind en koppig, doch ook machteloos, iets zonder wezensgrond. Zoo zien wij welk een zwak riet de menschelijke wil is om op te steunen, en hoe weinig het aankweeken ervan baat. Door het niets-zijn van den menschelijken wil te erkennen, verliezen wij echter niet iets goeds, en wordt geen waardevolle of wenschelijke werking in onze aardsche ondervinding ons ontnomen. Integendeel, wij verkrijgen een juist begrip van de goddelijke macht, en in de mate waarin wij deze macht gebruiken om ons leven richting en doel te geven, zullen wij voorspoedig worden.

Der menschheid verhevenste doel is het koninkrijk Gods op aarde te bevestigen, zelfzucht, wedijver en strijd te vervangen door zelfloosheid, een geest van samenwerking en vrede. Dit kan slechts geschieden door ons te onderwerpen aan den goddelijken wil, den wil van God, die oneindige Liefde is. Als dit inzicht bereikt wordt, zal het gebruiken van den menschelijken wil ophouden. Niet langer zal iemand het wagen een ander te overheerschen of invloed uit te oefenen op diens daden, maar allen zullen ernaar streven het rijk der gerechtigheid te bevestigen door "den band des vredes".

Paulus had een helder inzicht in de werking van de zoogenaamde menschelijke *mind*. In zijn brief aan de Christenen te Galatië maakt hij het kwade, dat hij daar vond, de werken des vleesches, categorisch duidelijk. Doch, bij wijze van tegenstelling, laat hij op de lijst van euvelen het daar tegenoverstaande volgen: "Maar de vrucht des Geestes", alzoo schrijft hij, "is liefde, blijdschap, vrede, lankmoedigheid, goedertierenheid, goedheid, geloof". En verder voegt hij eraan toe: "Indien wij door den Geest leven, zoo laat ons ook door den Geest wandelen". Als wij door den Geest wandelen zullen wij niet trachten den menschelijken wil aan te kweeken, maar vrede en vreugde vinden in het streven steeds meer te leven in overeenstemming met den goddelijken wil en aldus de heerschappij van goddelijke Liefde en goddelijk Leven verzekeren.

Song

A sunny shaft did I behold,
From sky to earth it slanted:
And poised therein a bird so bold—
Sweet bird, thou wert enchanted!

He sank, he rose, he twinkled, he trolled
Within that shaft of sunny mist;
His eyes of fire, his beak of gold,
All else of amethyst!

And thus he sang: "Adieu! adieu! . . .
The blossoms they make no delay:
The sparkling dew-drops will not stay.
Sweet month of May,
We must away;
Far, far away!
To-day! to-day!"

—Coleridge.

Divine Will versus Human Will

Written for The Christian Science Monitor

THE possession of a strong will is commonly regarded as a mark of superiority. The "will to do" has come to be applauded as a necessary factor of success, that without which nothing worthy can be accomplished. This exaltation of the human will is especially the vogue at present, and many schemes and devices are offered whereby it is claimed the will may be strengthened. Much of this exploitation has the purpose of enabling one to assert some authority or control over another for personal gain, and regardless of the other's welfare.

Systems of "super-salesmanship," so called, are based upon the proposition that by their study and use one may for his own advantage impose his own will upon another, thereby gaining control to that extent. Many will see in this situation a return to the methods of hypnotism and mesmerism which, under different names and in various guises, have from time to time claimed public attention. While the promoters and users of these methods may be quite innocent of any intent of wrongdoing, yet that there is grievous wrong in them is apparent to all who understand.

Christian Science makes clear the evil of hypnotism and mesmerism, and shows the use of human will to be but a mode of evil, since it would supplant God's will, which governs the universe and all right activity. In writing on this subject on page 490 of "Science and Health with Key to the Scriptures," Mrs. Eddy says: "Human will is an animal propensity, not a faculty of Soul. Hence it cannot govern man aright;" and she adds: "Will—blind, stubborn, and headlong—cooperates with appetite and passion. From this cooperation arises its evil. From this also comes its powerlessness, since all power belongs to God, good." The recognition that God, Mind, is the only power, and that, in consequence, evil of whatsoever type has no power, is the perfect antidote to seeming human will-power. But if one either fail to recognize this, or refrain from utilizing his knowledge, then he may come in some degree under the influence of a designing person.

Since one's personal will and wishes often seem so important, and to constitute so much of human experience, the thought of surrendering one's will submissively to the divine may at first seem an undesirable experience. But always we have for our inspiration the example of Christ Jesus, who found the fulfillment of his mission in full submission to God's will. "Not my will, but thine, be done,"—words uttered out of the anguish of his greatest trial, is the sure guide for all who desire to follow in the Master's footsteps, for all who accept him as Saviour and Way-shower. So filled with the desire to establish the reign of the divine was his thought that in the most appealing of all petitions, the Lord's Prayer, we find these precious words: "Thy will be done in earth, as it is in heaven,"—words which Mrs. Eddy scientifically interprets thus (Science and Health, p. 17): "*Enable us to know,—as in heaven, so on earth,—God is omnipotent, supreme.*"

Since God is omnipotent, the all-power, what becomes of another seeming power—the human will's so-called power—to which so much of men's success is attributed? Obviously, there cannot be an opposite to the divine all-power; accordingly, human will is not only blind and stubborn, but powerless as well—a nonentity. Thus we see how weak a reed is human will to lean upon, and how little avails its cultivation. In the recognition of the nothingness of the human will, however, we are not losing any good thing, are not deprived of any valuable or desirable agency in our earthly experience. We are, on the other hand, gaining a true concept of the divine power; and in proportion to our utilization of this power in giving direction and purpose to our lives, we shall become successful.

Mankind's highest purpose is to establish the kingdom of God on earth, to supplant selfishness, rivalry, and contention with selflessness, the spirit of co-operation, and peace. This can be brought about only as we submit to the divine will, to the will of God, who is infinite Love. When this understanding is gained, the use of human will power will cease. No longer will one undertake to dominate another or control another's acts; but, rather, all will strive to establish the reign of righteousness "in the bond of peace."

Paul had a keen knowledge of the working of the so-called human mind. In his letters to the Christians in Galatia he set forth the evil he found there, the works of the flesh, categorically. But, by way of contrast, he followed this catalogue of evils with their opposites. "But the fruit of the Spirit," he declared, "is love, joy, peace, longsuffering, gentleness, goodness, faith." And later he added, "If we live in the Spirit, let us also walk in the Spirit." Walking in the Spirit, we shall not seek to promote human will, but rather shall we find joy and peace in striving to the utmost to live in accordance with the divine will, thus ensuring the reign of divine Love and Life.

[In another column will be found a translation of this article into Dutch]

Ruskin's Success

A prophet, however much he may appear to be in opposition to his age, yet in a peculiar way represents that particular time. He is the antidote, the balance, the complement, and his is the voice which awakes all those who are ready to be like minded. If he is wholly successful, and his teaching is absorbed, it may afterwards hardly be understood how any one might ever have believed otherwise. The flashing inspiration becomes a commonplace. It is the prophet's aim to be thus abolished in absorption; to be lost by diffusion. . . . His was not a business for showy recognition, but his thought saturates this generation through and through. . . .

The writer of this little note would wish that some word might chance to explain Ruskin to any who think him difficult to understand. Like all men he was a compound. He was wistful and elf-like, just what we imagine of the Celtic temper; an artist and wit; something of an egoist driven by his loneliness, and yet the servant of all; a severe controversialist torn by compassion and compunction—a mixture of fury and tenderness. He was of like passions with ourselves, but as he said of Elijah, "Yes, but he had them better under control," and ever his thoughts and efforts were set on building a reasonable society, a house for wisdom to dwell in. In all, his wit must be taken into consideration. When someone tried to convict him of inconsistency his reply was: "No one should ever believe me until I have contradicted myself three times!" When another complained of his irony he replied that its only sting was in its truth.—W. R. Lethaby, in "Form in Civilization."

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EDITORIALS

Michigan: A True Empire

Bounded by the cool and sparkling waters of three of the Great Lakes and a river which bears on its swift current almost twice the volume of traffic that passes the locks of Panama and the sandy shores of Suez combined; its northern peninsula based solidly on seemingly inexhaustible deposits of copper and of iron ore; whole counties given over to the barren waste of cut-over pine lands, the product of which in years gone by built up a formidable array of lumber millionaires; its factories rumbling and smoking along the whole southern tier of counties, and its automobiles adding to the zest and comfort of life in every nation under the celestial firmament, Michigan stands in the front rank of American commonwealths. To the east and north it faces alien territory across unsalted seas. Yet thanks to the peaceful and intelligent treaty relations between Canada and the United States, this coastal frontier of nearly 1600 miles is without fort or naval defense, save only the picturesque relic of Fort Mackinac, now given over to summer guests.

In Europe, Michigan would be a nation by itself, self-supporting, self-contained and burdened with all the costs of maintaining a national establishment. In population, quantity of production, diversity of products and volume of exports it rivals any save the greatest powers of Europe. Seventh among American states in point of population, its nearly four million people place it ahead of such thriving countries as Denmark and Switzerland. Nor will it yield the palm to any in the extent to which it has sought the development of the finer side of human life.

The University of Michigan was the first of the state institutions to attain true university proportions and qualities. Today its living alumni exceed in numbers those of any American institution of learning. They are found in the highest places of social, financial and political honor. The influence of an institution of this sort upon the life and thought of a state is incalculable. It has brought to the people of Michigan an active interest in intellectual and æsthetic matters which finds its highest expression in the public library and the art gallery of Detroit—institutions which would grace a city enjoying a far more venerable culture.

The world as a whole thinks of Michigan's chief city, Detroit, in terms of its chief industry. And indeed when an industry in a scant quarter of a century can develop from nothing to an output of 3,348,000 cars per year, with a value of $2,670,000,000, it is likely to exert a dominating influence upon its home town. Yet Detroit is not a city of one interest, any more than the automobile industry is the creation of one man—however wide and compelling the reputation of that single individual may be. A world, however, which is getting used to stepping to the side of the road while Detroit-made automobiles slip by, is already wondering what is to become of the illimitable skies, now that Michigan minds have taken up the manufacture of aircraft.

Michigan boasts of having given to the Nation the Republican Party, organized under the oaks at Jackson. Yet of late the Republican elephant has not always pulled well in harness with the automobile, and the State has more than once manifested such nonpartisanship as to find place in the doubtful column.

On prohibition its voters have expressed themselves more than once, and always with increased majorities in its favor. Indeed, its Republican Senator, after coquetting for a time with the "light wine and beer" fallacy, is reported to have said after a visit home that he was convinced the sentiment of his constituents was fixedly dry. That, however, does not alter the fact that the river betwixt dry Michigan and wet Ontario has proved an easy way for the smuggler, and that if forts are not necessary to maintain international peace, a considerable navy is requisite to repel the alcoholic invasion. It is a problem with which Michigan must grapple if she has regard for social order and obedience to the law.

A great State! A State of amazing achievements and unbelievable contrasts. In the town of Holland, on the western coast, they still make wooden shoes; in Detroit they pick up the newcomer, fresh from Europe, where wooden shoes are worn, put him down in front of a machine and pay him $6 a day. In the northern peninsula are great stretches of virgin forest, whole townships with scarcely a human habitation; the entire southern tier of counties blossoms with cultivated fields and thriving manufacturing towns.

The richest man in the world lives a scant twenty miles from the college town where scholars consecrate their lives to research for a pittance. The marble palaces of the Detroit library and art gallery uphold the standard of intellectual development in a community in which the machine is making the human mind in productive effort negligible. A State and a city to study and admire, a commonwealth which, however great its present achievements, stands only at the door of its ultimate greatness!

A Specious Appeal to the Farmers

Evidently the agitators who are endeavoring to convince themselves, first of all, that prohibition is a failure, and then to induce others to believe it, have, in desperation, deserted their flimsy argument by which they have sought to show that crime has increased and that all sorts of disasters, real or imaginary, have resulted from the adoption of the Eighteenth Amendment. Now they have turned upon the farmers of the United States, in the vain hope that it may be possible to persuade them to believe that what has brought prosperity to the people as a whole has reacted in an exactly opposite direction against them. It is apparent that it is proposed to turn whatever wet influence there may be in Congress to the support of some form of farm-relief legislation if it is assured that the supporters of the so-called farm bills will yield in their opposition and agree to vote for the return of beer and wine, to be sold under permits to be regularly issued.

It is not suggested, it is noted, that the farmers and the people of the agricultural states in the West and South are anxious to see the manufacture and sale of alcoholic drinks in any form legalized. The wet propagandists are too cautious to thus offend those who have helped outlaw the saloon and who still stand squarely in oppostion to its return. So the specious and evasive proposal is made that it be agreed that the east and the larger industrial cities of the west and south have their beer, thereby making it possible for the farmers to receive enough money for their barley and corn to relieve them from their alleged embarrassment.

The champions of this tactical but hardly strategic movement, planned at what may be the last ditch in the present disastrous campaign to induce the present Congress to reverse itself and run counter to public sentiment, are Representatives John Philip Hill, leader of the wet bloc in the House, and Loring M. Black, a New York Tammany Democrat. It is noted, in passing, that while the name of the Tammany member has not so frequently appeared in this connection, that of Mr. Hill is seldom mentioned in news dispatches from Washington except in the discussion of matters proposed by someone who hopes to be able to weaken the provisions of the prohibition law. One wonders if he was elected as the special advocate of nullification legislation.

Without wishing to discourage the hopeful agitators who have hit upon this particular method by which they seek to strengthen a languishing cause, it might be only fair to warn them that they have entered upon a blind trail. The farmers of the United States can never be induced to believe that they would be more prosperous if a market were provided by the breweries for a part of their surplus crops. Their grain is more valuable when transformed into bread, and milk, and beef, and pork than when changed into beer and other alcoholic liquors. The inability of Europeans to buy the products of America's farms is not caused by prohibition. This market will be opened to them whenever conditions abroad are so adjusted as to restore normal trade balances.

Even if there were no other considerations than those of possible economic advantage, the farmers of America would not willingly turn a hand to restore the brewery to its position of political power. But there are other considerations far more controlling and convincing. The moral side of prohibition appealed to the farmers long before it gained support in the cities. It was they who made possible, finally, the outlawing of the liquor traffic. To date nothing has happened to cause them to change their opinions.

A Close-Up of the Far East

It has all been said before, of course, and sagely commented upon. But it bears saying again and again, because the fact itself, now more than ever in the past, explains the shaping, or reshaping, of world policies once regarded as fixed almost to the point of immutability. This is, that whereas oceans, great and small, formerly formed barriers and defensive frontiers between the countries which they separate physically, they now afford a highway, easily traveled, which connects even the most remote nations and makes neighbors, and friends necessarily, of those who once were strangers and traditional enemies. Of course, this narrowing of the seas has been going on for several centuries.

But in recent years the development of these facilities has been so rapid that as we regard the progress at this point it seems almost as if the world had stood still for hundreds of years awaiting the realization which has just now come to it. As a matter of fact, however, there has been, all along, a drawing together through more frequent interchanges. The press, the cable, the easier means of travel from continent to continent, the mingling of Eastern thought with that of the West, the gaining of a clearer realization of a universal brotherhood, and a better appreciation of the aims and hopes of mankind, have prepared even widely separated peoples for this neighborly contact which, in a sense, has been forced upon them with or without their consent.

In the current issue of the Survey Graphic, Robert E. Park, who was chosen by the Institute of Social and Religious Research to direct what is described as "the Race Relations survey which has engaged the collaboration of university men in the leading colleges of the Pacific in one of the major pieces of social introspection of our time," presents a comprehensive summary of some of their findings. Entertainingly and instructively he discusses problems of Oriental migration and settlement, on land and in industry, singly and in communities, the persistence, as he terms it, of ancient institutions, and the rise, in Occidental countries, of the native-born of Oriental parentage.

To approach this study comprehensively the survey must be outlined to include what has taken and what is taking place in the Pacific coast states of America. This study is confined, approximately, to individual rather than class experiences. But this leads, logically and naturally, to a survey of what is taking place in group experiences in the broader arena of the Pacific basin. Then beyond that, of necessity, comes an appraisal, none too sympathetic and not at all prejudiced, one must agree, of the white man's status in the Orient. Here Mr. Park studies what he describes as the curious pattern of the white man's "aims and his illusions seen athwart the shifting masses of the East." These, comprehensively analyzed, are matched by the writer of the article against the Oriental's outer status and internal conflicts on foreign shores.

It is reassuring to discover, as one reads the interesting summary offered, that Mr. Park, as well as others who have contributed to it, is convinced that what has been described as the world's "adventure in friendship" is a success. Gradually, in the light of reason and understanding, what were regarded as racial animosities are fading, and with them the prospect of any future rupture between West and East.

Slandering American Youth

Most vicious of all the propaganda of those who oppose prohibition is that which has attempted to fasten a slander upon the younger generation of Americans. It is doubtless true that youth often objects to restrictions, a fact that has had recent illustration in the widespread student-initiated effort to do away with compulsory chapel in many colleges and universities of the United States. But quite aside from the half-jesting "straw votes" that have been held on some campuses recently relative to the Eighteenth Amendment, the vast bulk of unbiased information indicates that drinking and drink-prompted debauchery is much less among young people, under prohibition, than formerly.

Two years ago The Christian Science Monitor made a survey of nearly two hundred colleges and universities in the United States on the prohibition question. Replies were received—not from the students who were unfamiliar with pre-prohibition conditions—but from the deans who were able to speak with authority. In all but twelve of the schools reported, prohibition was declared to have decreased drinking.

Confirmation of this survey has come from many sources. The Monitor has just received an account of a prize contest on prohibition carried on by World News, a current events periodical for high schools published in Columbus, O. After exhaustive elimination contests were held in many classes, essays were finally sent in from 120 high schools in thirty-two states. Of these 120 carefully written articles 104 were for the maintenance of prohibition and the enforcement of the Volstead Act.

Preparatory to his appearance before the Senate committee at the prohibition hearing Dr. Daniel A. Poling, president of the Society for Christian Endeavor, including a membership of 5,500,000 young people, sent out a questionnaire to the chapters of his organization on this question. Asked whether or not they believed light wines and beers should be legalized, 531 chapters replied "no," only seven, "yes." Asked whether or not they believed that prohibition should be repealed 532 replied "no," and six, "yes." The sentiment for modification or repeal, it may be noted, came almost exclusively from New York, Pennsylvania and Maryland.

Another poll on this question, recently completed, was made by Prof. E. Everett Cartwright of New York University which indicated that in the eleven colleges surveyed 77.4 per cent of the senior students were in favor of strict enforcement, and 64 per cent were opposed to repeal of the prohibition amendment. A little careful study of the situation and a greater unwillingness to credit the all too prevalent gossip that is abroad will help to refute the slander that the anti-prohibitionists have sought to fasten on the youth of the United States, and to strengthen the cause of prohibition itself.

Editorial Notes

It is not so very long ago that the kindergarten school system was looked at askance in many quarters; but today it has established itself in the scheme of things among civilized nations as a perfectly natural branch of the educational tree. Hence the information that a prekindergarten training, or the nursery school, is finding favor among prominent educationalists should be recognized as simply carrying the assurance of the fulfillment of another of the needs of the present age. This need, according to Miss Patty Smith Hill, director of the nursery kindergarten primary department, Columbia University, arises from the rapid growth of cities and changing home conditions that tend to crowd play and other necessary things from the life of the child. In Baltimore, one reads, it has been found that children who have had kindergarten training advance more readily in primary grades than children without the early training. And presumably those with nursery training will advance in kindergarten more readily than those without it. When will prenursery training schools be started? And what will the end be?

What Anthony H. G. Fokker, designer and builder of the three-motor plane used by Lieutenant-Commander Richard E. Byrd in his polar flight, said regarding the airplane of today carries an interesting hint of the future possibilities of air travel. It is the last word in comfort, he stated before the Massachusetts Institute of Technology Aeronautical Engineering Society, adding: "In short, it is the rival of the Pullman train where a full-course dinner can be served." His remarks were elicited as a result of the fact that Commander Byrd found the cold extreme when he had to go to the rear of the plane to make observations. "He did not tell me that he intended doing such a thing, or else I would have built him an observation room as warm and snug as the pilot house," he declared. He further informed his audience that the commercial plane of the future will be so stable that once the pilot sets it on its course, with the use of instruments, it will require no further attention until landing. At this rate it should not be long before the first popular excursion to the North Pole will be run.

While the remarks recently made by Mrs. Stanley Baldwin, as presiding officer at a meeting of the Ladies' Imperial Club in London, in which was discussed the project organized by the Blue Triangle Forward Movement of the Y. W. C. A., of building a large central club for working girls, were technically local in their application, they were really world wide in their scope. The welfare of the women and girls of Great Britain, she said in introduction, is an imperial question, as they represent the future mothers of the race. Then she called attention to the fact that the proposed new club had for its object the welfare and happiness of women workers of all kinds. And finally she drew this incontrovertible conclusion: "If we can only get the proper feeling going, it will mean the death of Bolshevism. A contented woman makes for contentment in the home, which, in its turn, means a contented man; and then, where's your Bolshevism?"

Our Neighbor Who Has Bought a Car

The denominative term embraced in the title hereof, let it be known in the beginning, is used in its broadest possible anonymity. In the cities, nowadays, one really has no neighbor in the sense that there were neighbors in the countryside and in the villages when everyone seemed to establish his own social status by his voluntary affiliations politically, denominationally and fraternally. But even today there comes to be established among those who meet on a common level, as it were, either in four-story walkup apartment houses or five-or-more-story structures equipped with modern automatic elevators, or in offices or shops where youth and age mingle indiscriminately, those neighborly and confidential relations which gregarious humans, since the world began, seem to crave and almost unconsciously to cultivate.

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Still there persists, despite this general tendency toward the establishment of community or universal democracies, an insinuating line of caste or separation. Apparently it is designed to create, as it were, two distinct classes composed, perhaps quite naturally, of those on the one side who own their own cars, and on the other of those who are motorless and who must depend, unless invited to share the possessions of their neighbors and friends, upon the subsidized service offered by taxicab or bus drivers, or take their chances with the strap-hangers who courageously enter upon their adventures athwart swaying trolley cars or speeding subway trains. One who retains his membership in the non-motor-owning fraternity, except at such times as he is invited to share the luxury of his neighbor's car, is inclined to the impression that he is a unit in a rapidly diminishing minority. As he rides, however, he feels commendable compassion for those who still must walk or wait expectantly along the crowded highways or in congested subway stations for trolley or train. Nothing so suddenly changes the viewpoint of the occasional beneficiary as the transition from pedestrian to temporary occupant of a cushioned motorcar.

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But there are compensations, nevertheless. It is a sane and reasonable rule of human experience that we are required to pay as we go. Even the grateful recipient of his neighbor motor-owner's favor may sometimes be convinced that he has not escaped all liability. Especially does the "neighbor who has bought a car" seem to exact the inevitable penalty which he imposes in the form of conscientiously detailed accounts of his experiences in selecting and learning to manipulate his purchase. Now while these are interesting enough in themselves, they lack that uniqueness that characterized them fifteen and even ten years ago. Several million persons have acquired cars, and with them much the same experiences, during the intervening period and up to today or yesterday.

Those of us who have had experiences in the district schools as they were generally conducted some years ago, and as they still exist in some parts of the United States, have noted the tendency of the less advanced pupils in the lower grades to absorb, as it were, the lessons taught to those in the upper classes. The youngsters of the primary grades, it was discovered, slid into the advancing classes without effort, seeming to acquire the letter, at least, with but little time devoted to study.

This prompts the purely inexpert suggestion that there might reasonably be established, in those states and communities where the laws require applicants for automobile drivers' licenses to take instruction and pass satisfactory examinations, two distinct and separate schools or classes, one for those who have not had the opportunity to absorb every rudiment of knowledge and experience along this line, and another for those who, like the boys and girls in the district schools, have, from choice or necessity, become familiar with every possible phase of the car owner's troubles and temptations, as well as every one of his hopes and fears.

And it should not be forgotten that the education and training of the casual but polite recipient of his neighbor's generous favors does not stop with this acquisition of absorbed skill and way-wiseness. He learns, if he listens and accepts as facts all he hears, that there is an apparently unexplainable difference in the cars from the same undiminishable source, though they are presumed by the uninitiated to be of a standard value and price. Strangely enough, one is inclined to believe, that individual car of unusual excellence, endurance, speed, and, avowedly, of superior tractability and comprehensiveness, is now in the undisputed possession of the owner who is explaining this strange phenomenon just at the listener's left.

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One will also learn, if he is addicted to the habit of accepting promiscuous invitations to ride with his neighbors, that perhaps one car in a thousand or a million of a particular vintage increases in value with age and use. He is told, perhaps, how incomprehensible it is that the manufacturers of automobiles have not seen the wisdom of keeping the quality up to what should have been an established standard. One wonders, at times, if some peculiarly fortunate owner of some peculiarly efficient car will have the fortitude to refuse to exchange it, in a moment when he is off his guard, for some new and shining modern thing which claims no distinguishing qualities which it cannot possibly possess.

But even the solicitous friend need feel no uneasiness. It has been observed that it is not infrequently that those who have once been fortunate in their selection become so habituated. Some sterling quality seems to inhere in whatever they possess. And this is as it should be. There would be fewer scrap heaps along life's highway if we could all learn to cherish and appreciate whatever is ours. Perhaps if we could learn to appreciate the finer qualities, not only of the inanimate things but of the persons with which or with whom we are often in closest contact, they would all take on a finer luster and assume qualities which would appeal to us irresistibly. It may be that it has been found too easy to acquire new possessions, new friends, new neighbors. There are sterling qualities which are discovered only with long enjoyment, contact, or use. It is, after all, an enviable, or at least a commendable, quality in human nature which endows that which it calls its own with admirable, and sometimes with superior, qualities.

The World's Great Capitals: The Week in London

LONDON

George Lambert, who occupied a position in the last Liberal Administration, announces his retirement from politics. His reason is that he cannot accept Mr. Lloyd George's land policy. "I will not support," he writes, "new devices for state or county control, involving new salaries and more officials. . . . In my judgment, there must be ruthless 'cuts' in all branches of the public services, imperial and local." His defection is a loss not only to the Liberals but to British political life as a whole. He stands for the old Liberal idea of individual liberty, and is thus entirely out of sympathy with the tendency of the day to develop what he has described as "state action involving control, protective duties, subsidies and doles."

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Big Ben is an institution, and institutions are expected to refrain from altering their ways without due notice. So when Big Ben recently tolled out four o'clock when it was only a quarter to that hour, people wondered, and members of Parliament gathering in the House looked at their watches doubtfully. At four o'clock further independence was shown when the clock chimed its four quarters and five strokes, and again it indulged in a stroke too many at six o'clock. After that it resumed its normal impeccability. It may have been a protest at the introduction of summer time. No excuse has been forthcoming from any authority, and the firm that looks after Big Ben's welfare states that theoretically it is impossible for the clock to strike wrong, but the fact remains that actually it did so.

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A demonstration has been arranged to take place here on July 3 to demand fulfillment of the Government's pledge to remove the present discrimination against women in the matter of the parliamentary franchise. At present men can vote when they are twenty-one, but women cannot do so until they are thirty. A procession will march through London under the banners of the National Union of Societies for Equal Citizenship, the Women's International League, the Six-Point Group, the Women's National Liberal Federation, the Women's Freedom League and St. John's Social and Political Alliance, while a prominent part will be taken by trade unions and other organizations. This will be followed by a mass meeting in Hyde Park, where the speakers will include Lord Astor, Miss Margaret Bondfield, Mrs. Corbett Ashby, Dame Helen Gwynne Vaughan, Mrs. Pethick Lawrence, Miss Eleanor Rathbone, Mrs. Rackham, J. P., and Mrs. Wintringham.

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The international commercial conference, wherein the members of forty of the world's parliaments are to be represented, meets here on May 25. Sir Philip Cunliffe-Lister and other members of the British Cabinet are to attend the inaugural reception, which takes place in the Royal Gallery in Parliament Buildings. There is to be a banquet the following evening at which the Prince of Wales and the Chancellor of the Exchequer are to speak. The subjects to be discussed by the conference include world's shipping communications, international aspects of the coal problem, post-war impediments to the importation and exportation of commodities, international transference of capital, and agricultural credit. The German Reichstag is one of the bodies sending representatives.

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The Royal Society of Arts is taking up the problem of securing the preservation of England's ancient cottages, and a meeting to formulate definite plans has been arranged. Many travelers over the English countryside have been painfully aware of the manner in which cottages of exquisite appearance, dating to Jacobean and even earlier times, are being demolished to make way for the little gimcrack bungalows that are springing up everywhere. As a rule, it costs more to modernize the old cottages than the rental returns will justify, so that it is only in the case of lovers of the beautiful that the older cottages are saved. The Royal Society has invited the co-operation of all who are interested in saving the old cottages, and means to take all feasible steps to prevent their further loss to the Nation.

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Fabrics, jewel-like in their brilliance and such as might have been chosen in ancient Athens for the votive robes of Pallas Athene, have been on show at Holland Park Hall here in the Artificial Silk Exhibition. Everything from handkerchiefs and hosiery to jumper suits, carpets and curtains have been among articles displayed. In declaring the exhibition open, Arthur M. Samuel, Parliament Secretary to the Department of Overseas Trade, said it seemed to him that Britain was on the threshold of a new industry that might bring great prosperity. It is the first all-British display of its kind to illustrate materials which claim to rival and even surpass in beauty and utility the older and generally more costly textiles of satin, velvet, cotton, tweed and linen, whereon Lancashire industrial success has hitherto largely rested.

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One of the finest and most perfect peals of bells in London, the ten bells of All Saints Parish Church, Poplar, is now being heard again after a silence of ten years. The greater part of the cost of repairing and rehanging them has been borne by the parishioners, by means of a million-farthing fund. The peal was first installed in 1823, so it has hung for over a century. It is on record that it originally cost £1060, a sum which would not go far in these days toward providing such a peal.

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Sayings of the week:

Compare America with Russia and then ask which has broken down, private enterprise or Socialism.—*Lord Emmott.*

Christianity counters the maxim, "No one is good enough to be another man's master," with, "No one is too good to be another man's servant," and both are true.—*Dean Inge.*

Among the causes which are making for sobriety in the Nation, I give an important place to motoring.—*The Bishop of Durham.*

We must have one day's rest to refresh us for our labors. I am and always will be against seven days for theaters.—*Sir Harry Lauder.*

Probably the phrases, "I beg your pardon" and "Thank you," do as much in the course of a year to add to the general cheerfulness of humanity as any other phrases of the same length.—*Robert Lynd.*

It takes a great deal of art to be even oneself on a stage.—*Sir Gerald du Maurier.*

Letters to the Editor

Brief communications are welcomed, but the editor must remain sole judge of their suitability, and he does not undertake to hold himself or this newspaper responsible for the facts or opinions presented. Anonymous letters are destroyed unread.

"A New Niagara Projected"

To the Editor of THE CHRISTIAN SCIENCE MONITOR:

My attention has just been called to the editorial published in your valuable newspaper under the heading, "A New Niagara Projected."

I have read this editorial very carefully and wish to congratulate you on the sanity of what you have printed regarding this all-important question. It is not always that editorial writers get their facts straight, and it is indeed refreshing to read what you have written and to find that you have a correct picture of what we are trying to do. There will be much more about the whole project of interest to the entire public in the happenings of the near future, and I shall watch with interest the various reactions as they appear in the public press.

I am particularly pleased with the following sentence in your editorial: "There are proper safeguards which reasonably protect the public's rights in every case." If the public would only take the time to study the effective results in its interest that have been accomplished by public service commissions all over the United States, they would find men engaged in public utility work would be spared a great deal of unjust criticism and suspicion that appears from time to time and is in reality harmful to everyone concerned.

As far as our new Niagara is concerned, we are expecting to operate 100 per cent under public service direction in the State of New York, and when one notes that electric power is the only great life necessity that has not increased in cost to the consumer in the last fifteen years, we get a concrete example of what the public service commissions are doing for the people, and a good concrete example of the great improvements in the art of engineering that are producing constant reductions in the cost of this electrical energy.

New York, N. Y. HUGH L. COOPER.

A Camouflage for the Sale of Liquor

To the Editor of THE CHRISTIAN SCIENCE MONITOR:

You may be interested to know that parties are soliciting orders in this section for butter and eggs, and if they do not secure such they inquire if we need any wine, etc. The whole proceeding is, of course, simply a camouflage for the sale of liquors. C. M. H.

Richmond Hill, N. Y.